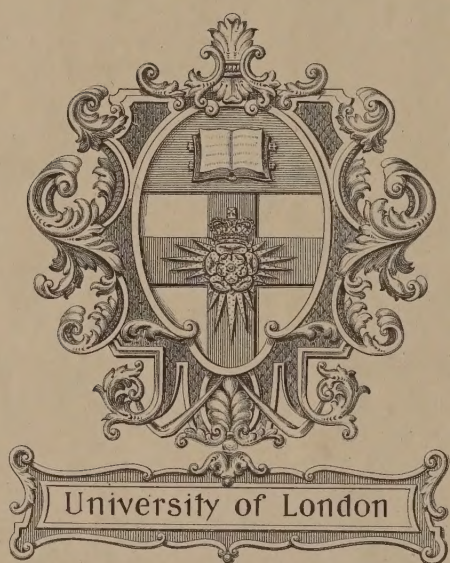
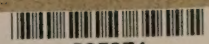


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ACCOUNTS AND PAPERS:

TWENTY-ONE VOLUMES.

—(15.)—

HARBOURS; SHIPPING;
MISCELLANEOUS.

Session

30 April — 28 August 1857.

VOL. XXXIX.

1857—Sess. 2.

ACCOUNTS AND PAPERS:

1857—Sess. 2.

TWENTY-ONE VOLUMES:—CONTENTS OF THE FIFTEENTH VOLUME.

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HARBORS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons,
dated 9 June 1857 ;—for,

DETAILED STATEMENT “relative to HARBORS of REFUGE; showing the Total Estimated Cost of the Works proposed; the Sums already Voted by Parliament for each Harbor; the Amount required to be Voted in the present Year, ending the 31st day of March 1858; and the Sums that will be necessary for the Completion of the Works:”

“And, Copy of REPORTS of the ENGINEERS in Charge of the Works, for the Four Quarters of the Year ending the 31st day of March 1857 (in continuation of Parliamentary Paper, No. 107, of Session 1856).”

[N.B.—The Papers printed for The House, No. 455 of 1850, No. 520 of 1851, No. 274 of 1852, No. 304 of 1853, No. 276 of 1854, No. 169 of 1855, and No. 107 of 1856, contain full particulars of these Harbors up to 31 March 1856.]

Ordered, by The House of Commons, to be Printed, 19 June 1857.

ACCOUNT showing Total Estimated Cost of the Works; Sums already Voted; Sums Estimated for the Year 1857–58; and Balance necessary for Completion.

HARBORS.	Total Estimate.	Total Amount of Votes.	Vote required for 1857–8.	Subsequent Votes required to complete the Works.	REMARKS.	Reports of Engineers.
	£.	£.	£.	£.		Page
1. Dover - -	(¹) 630,000	312,000	34,000	304,000	- - The new works have been let to the same contractors as before, and are proceeding satisfactorily.	2 to 5
2. Harwich - -	125,000	{ 125,000 * 7,000 }	- nil -	- nil -	- - - - -	6 to 8
3. Alderney - -	(²) 1,300,000	562,000	100,000	638,000	- - An extended scheme having been approved by the Board of Admiralty, the Estimate has been increased accordingly.	9 to 12
4. Jersey - -	700,000	305,000	- † nil -	395,000	- - - - -	13
5. Portland (Harbor and Breakwater).	(³) 932,125	647,000	90,000	195,125	Works progressing satisfactorily	14 to 17

(¹) This sum includes the pier, 800 feet long, at Cheeseman’s Head, and the extension of it to 1,800 feet.
(²) This sum includes the extended scheme approved of by the Board of Admiralty.
(³) The Total Estimate, as printed last year, was 588,959 l., and did not include a sum of 20,000 l. for works in connexion with a coaling and watering establishment, and the purchase of a spring of water, not comprehended in the original Estimate; subsequent changes have occurred during the progress of the works which have raised the aggregate Estimate to 932,125 l. as explained in the detailed Accounts printed on page 18 of this Paper.
* This amount is for the removal of shoals and covered rocks in Harwich Harbor, not included in the original Estimate.

† Works suspended at Jersey.
Whitehall, Treasury Chambers, }
19 June 1857. } JAMES WILSON.

1.—D O V E R.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1856.

Sir,

23, Great George-street, 1 July 1856.

THE foundations of the pier have been extended 14 feet during the past quarter. The soft nature of the bottom still retards the progress of the work.

An average length of 34 feet of the pier has been raised a height of 20 feet from the level of 36 feet below low water, and 43 feet of the pier have been raised from one foot below to 5 feet above low water.

One thousand tons of granite have been delivered, and 2,500 cube yards of concrete blocks have been made upon the works.

The staging has been extended 90 feet.

The daily average number of men upon the works has been 154.

Certificates amounting to 24,000 *l.* have been granted to Messrs. Lee, the contractors, during the quarter; making the total sum certified on the first and second contracts 246,000 *l.*

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily							
							Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers.	Labourers.
Breakwater from Cheese- man's Head, 1,800 feet long.	Oct. 1847	-- First con- tract, October 1854.	650,000	34,000	24,000	246,000	6	20	5	11	6	2	2	102
	Nov. 1854	-- Second con- tract, Nov. 1864.												

23, Great George-street, 1 July 1856.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1856.

Sir,

23, Great George-street, 8 October 1856.

THE foundations of the pier have been extended 35 feet, and raised 14 feet high during the past quarter. In addition to this, the masonry for an average length of 49 feet of pier has been raised from 36 feet below low water to 3 feet above low water, and for an average length of 41 feet it has been raised from the level of low water to 27 feet above that level.

The foundations are now being laid upon the same description of bottom as described in our former reports, 45 feet below low water

One thousand seven hundred tons of granite and Portland stone have been delivered, and 3,300 cubic yards of concrete blocks have been made upon the works.

The daily average number of men that have been employed upon the works during the quarter has been 173.

A severe storm on the 21st August, and another on the 27th and 28th September, disturbed small portions of the work in progress, but did no damage to that which was completed.

Certificates amounting to 10,000 *l.* have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified for the first and second contracts 256,000 *l.*

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1856.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men employed Daily							
							Foremen, &c.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.
			£.	£.	£.	£.								
Breakwater from Cheese- man's Head, 1,800 feet long.	First con- tract, Oct. 1847.	-- First con- tract, October 1854.	650,000	34,000	10,000	256,000	6	30	4	11	6	2	2	112
	Second con- tract, Nov. 1854.	-- Second con- tract, Novem- ber 1864.												

23, Great George-street, 8 October 1856.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1856.

Sir,

23, Great George-street, 9 January 1857.

THE staging for erecting the pier has been carried out 43 lineal feet during the past quarter; an average length of 35 feet of the pier previously founded has been raised to within 25 feet of low water, and a length of 49 feet has been raised from three feet above low water to the underside of the coping of the Harbor wall.

Six hundred and forty tons of granite and Portland stone have been delivered on the works, and 2,600 cubic yards of concrete blocks have been made.

Several storms have occurred during the quarter; that from the 6th to the 13th December was the most severe, but with the exception of washing off 10 stones from the unfinished portion of the pier no damage was done to either the temporary or permanent works.

The average number of men employed upon the works during the past quarter has been 160.

Certificates amounting to 8,500 *l.* have been granted to Messrs. Lee, the contractors, during the quarter, making the total amount certified for the first and second contracts 264,500 *l.*

We regret to have to report the loss of two lives by accident during the quarter; one man was crushed by the fall of a travelling machine, and the other by the fall of a waggon from the staging.

Summary for the Year 1856.

The foundation of the pier has been advanced 50 lineal feet, and the upper part, from 11 feet below low water to the coping of the Harbor wall, has been extended 120 lineal feet during the past year.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1856.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men employed Daily.							
							Superintendent and Foremen.	Masons and Divers.	Millwrights.	Smiths.	Sawyers.	Carpenters.	Timekeepers and Watchmen.	Labourers.
Breakwater from Cheese- man's Head, 1,800 feet long.	First con- tract, Oct. 1847.	- - First con- tract, October 1854.	£. 650,000	£. 34,000	£. 8,500	£. 264,500	6	15	4	6	2	10	2	115
	Second con- tract, Nov. 1854.	-- Second con- tract, Novem- ber 1864.												

23, Great George-street, 9 January 1857.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1857.

Sir,

23, Great George-street, 8 April 1857.

THE staging for erecting the pier has been extended 47 feet during the past quarter.

The advance made with the foundations of the pier has been 46 lineal feet. The masonry of this length has been raised on the average a height of 14 feet from the foundation, and a further length of 37 feet of the upper work has been raised from 23 feet below low-water spring tides to seven feet six inches below the same level.

The walls are now placed at 46 feet below low-water spring tides, upon a foundation of broken flints and sand. This, though not so satisfactory as the solid chalk, has shown no symptom of insufficiency.

Eight hundred and forty tons of granite have been delivered on the works, and 3,140 cube yards of concrete blocks have been made.

The average number of men employed upon the works during the quarter has been 152.

Certificates amounting to 8,500 *l.* have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified for the first and second contracts 273,000 *l.*

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1857.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Superintendent and Foremen.	Masons and Divers.	Millwrights.	Smiths.	Sawyers.	Carpenters.	Timekeepers and Watchmen.	Labourers.
Breakwater from Cheese- man's Head, 1,800 feet long.	-- First contract, Oct. 1847	-- First con- tract, October 1854.	£. 650,000	£. 34,000	£. 8,500	£. 273,000	7	25	5	4	2	7	2	100
	Second contract, Nov. 1854	-- Second con- tract, Novem- ber 1864.												

23, Great George-street, 8 April 1857.

(signed) *Walker, Burges, & Cooper.*

2.—H A R W I C H.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1856.

Sir, 23, Great George-street, 1 July 1856.

THE continuance of rough weather delayed the commencement of the dredging at the Outer Shoal at Harwich until the 27th May. The dredging of the Guard Shoal has, with the exception of a few small patches, been completed to the extent ordered.

The quantity of material raised from the Outer and Guard Shoals during the past quarter has been 15,000 cubic yards.

The daily average number of men employed has been 28.

No certificates have been granted to Messrs. Lee, the contractors, since our last report. The total amount certified since the commencement of the works at the Outer and Guard Shoals is, as last reported, 8,500 *l*.

Landguard Point.

There has been no extension of Landguard Point above the level of low water since our last report.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1856.

DESCRIPTION of [WORK.	Date of Com- mencing the Work	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.						
							Foremen, &c.	Engine Drivers.	Stokers.	Blacksmiths.	Carpenters.	Storekeeper.	Labourers.
Deepening Harbor	June 1848	- - First contract, June 1853	£. 132,000	£. 7,000	£- Nil -	£. s. d. First Contract, 61,889 14 5	3	2	2	3	2	1	15
	Apr 1854	Extension, June 1856.	- -	- -	- -	Extension, 8,500 - -							

23, Great George-street, 1 July 1856. (signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1856.

Sir, 23, Great George-street, 8 October 1856.

WITH the exception of some small lumps, the removal of which has been delayed by boisterous weather, the dredging of the Outer Shoal has been completed to the extent ordered.

The quantity of material raised from the Outer and Guard Shoals during the past quarter has been 12,000 cubic yards.

The daily average number of men employed has been 29.

No certificates have been granted to Messrs. Lee, the contractors, since our last report. The total amount certified for the Outer and Guard Shoals since the commencement of the works is, as last reported, 8,500*l*.

Landguard Point.

There has been no extension of Landguard Point above the level of low water since our last report.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1856.

DESCRIPTION of WORK.	Date when the work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.						
							Foremen.	Engine Drivers.	Stokers.	Smiths.	Storekeeper.	Carpenters.	Labourers.
Deepening Harbor	June 1848	- - First contract, June 1853.	£. 132,000	£. 7,000	£. Nil.	£. s. d. First contract, 61,889 14 5	3	2	2	3	1	3	15
	April 1854	Extension, June 1856.	- - -	- - -	- - -	Extension, 8,500 - -							

23, Great George-street, 8 October 1856. (signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1856.

Sir,

23, Great George-street, 9 January 1857.

THE whole of the dredging ordered in Harwich Harbor has been completed.

The total quantity raised from the Outer Shoal during the past quarter has been 3,000 cubic yards.

The contractors, Messrs, Lee and Son, have received a final payment on account of their contract for the removal of the Outer and Guard Shoals; the total amount being 9,738 *l.* 4 *s.* 6 *d.*, which, with the amount of their first contract, makes a total of 71,627 *l.* 18 *s.* 11 *d.* paid to Messrs. Lee and Son for dredging.

Summary for Year 1856.

The total quantity of dredging raised during the past year has been 43,000 cubic yards.

Landguard Point.

There has been no extension of Landguard Point, either above or below low water since our last report. On comparing its present state with what it was in May 1845, when our first survey was made, we find there has been a total extension of 560 feet, or on the average 50 feet per annum. As the length of the point has increased, its width has diminished, and it is now 70 feet less in width than in 1845.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

No further Report on this harbor has been made.

3.—ALDERNEY.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1856.

Sir, 23, Great George-street, 1 July 1856.

A commencement was made with the foundation of the walls of the Western Breakwater on the 22d April, since which time 110 lineal yards of staging have been erected, beyond the end of last season's work.

The Sea-wall has been founded 97 yards in length; of this, 77 yards are raised four feet above high water, and 20 yards to the level of low water of spring tides. The foundation of the Harbor wall has been extended 96 yards during the past quarter; of this, 75 yards have been raised to the level of the coping, and the remainder to the level of low-water spring tides.

The hearting between the Sea and Harbor walls has been extended along with the walls, and for 75 yards in length is raised four feet above high water.

In addition to the stone used in the works above described, 85,000 tons have been deposited in the base of the Breakwater during the past quarter.

The daily average number of workmen employed has been 1,039 during the quarter, and 52 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 27,000 *l.* making a total of 398,554 *l.* since the commencement of the works.

We have, &c.

(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Clerks and Foremen.	Carpenters and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.	
Breakwaters from Grosnez and Château à l'Étoc Points, purchase of land, opening quarries, forming railway, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 27,000	£. 398,554	24	75	269	72	28	28	519	24	52	

23, Great George-street, 1 July 1856.

(signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1856.

Sir,

23, Great George-street, 8 October 1856.

THE foundation of the walls of the Western Breakwater has been extended 49 yards eastwards during the past quarter; their extreme outer ends are now 947 yards from the shore.

The total length of the Sea and Harbor walls founded this season has been 146 yards; of this, 72 yards of the Sea-wall have been brought up to the level of 18 feet above high water, and the remaining 74 yards to the level of four feet above high water. The Harbor wall for the whole length has been raised four feet above high water, and is ready for the coping.

The hearting between the Sea and Harbor walls, for the same length as the walls, is ready for the pitching.

The Promenade wall has been carried forward for a length of 70 yards, and raised to a level of 10 feet above the plinth.

The base of the Breakwater under low water has been extended seawards. A sufficient quantity of stone is deposited for the foundation of the walls, for a length of 90 yards, in advance of the masonry.

The quantity of stone delivered on the works during the quarter has been 120,000 tons.

The average number of men employed during the quarter has been 996, and of horses 60.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 28,500 *l.*, making a total of 427,054 *l.* since the commencement of the works.

Two workmen have lost their lives during the quarter by accident; one having been drowned by falling from the staging into the sea, and the other run over on the railway.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1856.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks and Foremen.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwaters from Grosnez and Château à l'Étoc Points, purchase of land, opening quarries, forming railway, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 28,500	£. 427,054	25	68	262	68	29	20	406	28	60

23, Great George-street, 8 October 1856.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1856.

Sir,

23, Great George-street, 9 January 1857.

THE Sea and Harbor walls of the Western Breakwater have not been extended further eastward since our last report; their outer ends are 947 yards from the shore; 117 yards of Sea-wall have been raised to the level of 20 feet above high water during the past quarter, and the remaining 29 yards to the level of 16 feet above high water; 911 yards of Sea-wall and 941 yards of Harbor wall are complete, except the coping.

The Promenade wall is ready for the coping for a length of 883 yards from the shore.

The base of the Western Breakwater has been extended seawards, and a portion of the stone has been laid down below the level of low water for a distance of 150 yards eastwards of the extreme end of the walls.

The total quantity of stone deposited in the Western Breakwater during the quarter has been 72,000 tons.

The Railway from the Mannez Quarries to the East Breakwater and the Junction Railway from the present Railway to the same point are in progress.

A considerable supply of concrete blocks and dressed stone has been prepared for the next season's work.

The weather has been stormy during the quarter. On the 15th October the sea carried away the contractor's staging, and displaced a small portion of the masonry.

The daily average number of men employed during the quarter has been 748, and 49 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter has been 16,000 *l.*, making a total of 443,054 *l.* since the commencement of the works.

Summary of Year 1856.

Since the beginning of the year the walls and hearting have been advanced on the average 146 lineal yards, and 365,000 tons of stone have been deposited.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31 December 1856.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwaters from Grosnez and Châ- teau à l'Étoc Points, purchase of land, opening quarries, forming railways, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 16,000	£. 443,054	25	58	159	59	27	15	383	22	49

23, Great George-street, 9 January 1857.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1857.

Sir,

23, Great George-street, 8 April 1857.

THE distance of the Sea and Harbor walls from the shore remains as stated in our last report, viz., 947 yards, the length ready for the coping being 911 yards of Sea-wall, and 941 yards of Harbor wall.

The Promenade wall is ready for the coping for a length of 883 yards from the shore.

The total quantity of stone deposited in the base and foreshores below low water, during the last quarter, has been 99,000 tons.

A large quantity of stone has been dressed at the quarries, and a number of concrete blocks have been made for this season's work.

The Railway from the Mannez Quarries to the East Breakwater, and the Junction Railway from the present Railway to the same point are in progress. The rails and chairs have been delivered at the works.

The daily average number of workmen employed during the quarter has been 818, and of horses 48.

In the month of January there were several gales, accompanied by heavy seas, which caused damage at the outer end of the work, and to the Sea-wall at 500 yards from the shore, as stated in our letter to you of the 15th of January.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 14,500*l.*, making 457,554*l.* since the commencement of the works.

We have, &c.

(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1857.

DESCRIPTION of WORK.	Date when the Work was commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwater from Grosnez and Château à l'Étoc Points, pur- chase of land, open- ing quarries, form- ing railways, and depositing stone.	June 1847	- - -	£. 1,300,000	£. 90,000	£. 14,500	£. 457,554	25	71	150	62	28	16	434	23	48

23, Great George-street, 8 April 1857.

(signed) Walker, Burges, & Cooper.

4.—JERSEY.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1856.

Sir, 23, Great George-street, 1 July 1856.

THE foundation for the lighthouse at the head of the Verclut Breakwater is completed. The castings are being made by Mr. Wilkins.

Messrs. Jackson & Bean, the contractors, have received a certificate for 2,520 *l.* 18 *s.* 2 *d.* during the past quarter, being the balance of their account for the Verclut Breakwater, and making a total of 197,020 *l.* 18 *s.* 2 *d.* since the commencement of the works.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY, Quarter ending 30th June 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks and Foremen.	Carpenters and Sawyers.	Masons and Labourers.	Blacksmiths and Labourers.	Platelay- er.	Quarrymen and Labourers.	Horse Drivers.	Horses.
Breakwater from Archirondel and Verclut Points.	June 1847	- -	£. 700,000	£. 10,000	£. s. d. 2,520 18 2	£. s. d. 197,020 18 2	-	-	-	Nil.				

23, Great George-street, 1 July 1856. (signed) Walker, Burges, & Cooper.

Note.—The works at Jersey have been suspended by order of the Board of Admiralty.

5.—HARBOR OF REFUGE AND BREAKWATER AT PORTLAND. - -

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED

DESCRIPTION of W O R K.	Date of Commencing the Work.	Date when the Work should be completed.	Amount of Estimate.	Amount Authorised.		
Quarter ending 30th June 1856 :			£.	In the Year	£.	
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will completely shel- ter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards, and 1,290 acres having five fathoms and upwards.	11 August 1847. Contract for 3,000 feet of Breakwater, construction of heads to entrance, and sup- ply of implements and materials for quarries, dated 1st March 1852.	- Time depend- ent upon the ap- plication of con- vict labour in procuring the stone.	- - Amount of origi- nal Estimate of 1846, £. 558,959 for rub- ble-stone deposits, exclusive of the deep founding of the heads of the passage as now executed; of the building of the superstructure, and construction of coaling and water- ing jetty, coal store, &c.; also exclusive of the purchase of land, and Parlia- mentary and other costs.	1846	-	30,000
				1847	-	40,000
				1848	-	50,000
				1849	-	37,500
				1850	-	37,500
				1851	-	30,000
				1852	-	50,000
				1853	-	90,000
				1854	-	90,000
				1855	-	100,000
				1856	-	92,000
			<u>647,000</u>			
Quarter ending 30th September 1856 :			£.		£.	
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will completely shelter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards; and 1,290 acres having five fathoms and upwards.	11 August 1847. Contract for 3,000 feet of Breakwater, construction of heads to entrance, and sup- ply of implements and materials for quarries, dated 1st March 1852.	- Time depend- ent upon the ap- plication of con- vict labour in procuring the stone.	- - Amount of origi- nal Estimate of 1846, £. 558,959 for rub- ble-stone deposits, exclusive of the deep founding of the heads of the passage as now executed; of the building of the superstructure, and construction of coal- ing and watering jetty, coal store, &c.; also exclusive of the purchase of land, and Parlia- mentary and other costs.	1846	-	30,000
				1847	-	40,000
				1848	-	50,000
				1849	-	37,500
				1850	-	37,500
				1851	-	30,000
				1852	-	50,000
				1853	-	90,000
				1854	-	90,000
				1855	-	100,000
				1856	-	92,000
			<u>647,000</u>			

5.—HARBOR OF REFUGE AND BREAKWATER AT PORTLAND.

for the Four Quarters of the Year ending 31st March 1857.

Amount Expended during the Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, &c. Employed.	REMARKS.
£.	£.	No.	
Contract works - 16,600	Contract works,	Foremen - - 12	-- During the quarter now ended, 113,756 tons of stone have been deposited in the Breakwater, and a length of 150 feet of timber staging has been constructed.
Convict department and general disbursements - - 1,131	convict department, land, stock and plant, and miscellaneous disbursements - - 564,959	Weighers - - 3	A contract has been entered into since the date of the last return, for the construction of a coaling and watering establishment, in connexion with the Inner Breakwater, and for the construction of so much of its superstructure as is necessary for such establishment, which will be suitable at all times for the largest ships of Her Majesty's Navy. These works are now being proceeded with, upwards of 200 feet lineal of the foundation of the superstructure of the Inner Breakwater having been put in, and the foundations of the jetty commenced.
TOTAL for the } Quarter - } 17,731		Brakesmen - - 36	
		Quarrymen - - 16	
		Masons and Stonecutters - - 13	
		Sawyers - - 4	
		Carpenters - - 22	
		Smiths - - 18	
		Fitters, Engine-drivers, &c. - 21	
		Divers - - 5	
		Boatmen - - 8	
		Platelayers - - 5	
		Labourers, &c. - 196	
		354	
		Horses - - 30	
		Convicts in Quarries - - 893	
£.	£.	No.	
Contract works - 20,800	Contract works,	Foremen - - 12	-- In the quarter now ended there have been deposited in the Breakwater 123,000 tons of stone, the length of stage constructed in the same period being 180 feet.
Convict department and general disbursements - - 1,142	convict department, land, stock and plant, and miscellaneous disbursements - - 586,901	Weighers - - 3	Upwards of 730 lineal feet of the foundation courses of masonry for the superstructure of the Inner Breakwater have now been put in, and of this masonry 550 feet in length have been raised above the level of high water of spring tides.
TOTAL for the } Quarter - } 21,942		Brakesmen - - 36	The excavations for the foundations to the coaling and watering jetty are in a forward state, so that the first courses of masonry for this part of the work will be commenced forthwith.
		Quarrymen - - 23	
		Masons and Stonecutters - - 15	
		Sawyers - - 4	
		Carpenters - - 22	
		Smiths - - 13	
		Fitters, Engine-drivers, &c. - 22	
		Divers - - 9	
		Boatmen - - 8	
		Platelayers - - 6	
		Labourers, &c. - 250	
		423	
		Horses - - 30	
		Convicts in Quarries - - 927	

(signed)

Jas. M. Rendel, Engineer-in-Chief.
Jno. Coode, Resident Engineer.

PORTLAND HARBOR AND BREAKWATER—continued.

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be completed.	Amount of Estimate.	Amount Authorised.	
Quarter ending 31st December 1856 :			£.	In the Year	£.
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will completely shelter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards; and 1,290 acres having five fathoms and upwards.	11 August 1847	- - Time dependent upon the application of convict labour in procuring the stone.	- - Amount of original Estimate of 1846, £.558,959 for rubble-stone deposits, exclusive of the deep founding of the heads of the passage as now executed; of the building of the superstructure, and construction of coaling and watering jetty, coal store, &c.; also exclusive of the purchase of land, and Parliamentary and other costs.	1846	- - 30,000
	Contract for 3,000 feet of Breakwater, construction of heads to entrance, and supply of implements and materials for quarries, dated 1st March 1852.		1847	- - 40,000	
			1848	- - 50,000	
			1849	- - 37,500	
			1850	- - 37,500	
			1851	- - 30,000	
			1852	- - 50,000	
			1853	- - 90,000	
			1854	- - 90,000	
			1855	- - 100,000	
			1856	- - 92,000	
					<u>647,000</u>
Quarter ending 31st March 1857 :			£.		£.
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will completely shelter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards; and 1,290 acres having five fathoms and upwards.	11 August 1847	- - Time dependent on the application of convict labour in procuring the stone.	- - Amount of original Estimate 1846, £. 558,959 for rubble-stone deposits, exclusive of the deep founding of the heads of the passage as now executed; of the building of the superstructure, and construction of coaling and watering jetty, coal store, &c.; also exclusive of the purchase of land, and Parliamentary and other costs.	1846	- - 30,000
	Contract for 3,000 feet of Breakwater, construction of heads to entrance, and supply of implements and materials for quarries, dated 1st March 1852.		1847	- - 40,000	
			1848	- - 50,000	
			1849	- - 37,500	
			1850	- - 37,500	
			1851	- - 30,000	
			1852	- - 50,000	
			1853	- - 90,000	
			1854	- - 90,000	
			1855	- - 100,000	
			1856	- - 92,000	
					<u>647,000</u>

PORTLAND HARBOR AND BREAKWATER—continued.

Amount Expended during the Quarter.		Amount Expended from Commencement, including the present Quarter.		Average Number of Workmen, &c., Employed.		R E M A R K S .
<u>£.</u>		<u>£.</u>		<u>No.</u>		
Contract works -	17,500	Contract works ;		Foremen -	- 12	- - The quantity of rough stone deposited in the Breakwater during the past quarter amounts to 111,032 tons, making the total since the commencement 2,545,837 tons. The length of stage from the shore is now 4,940 feet and the depth of water at the outer end 9½ fathoms.
Convict department and general disbursements -	1,202	convict department, land, stock, and plant, and miscellaneous disbursements -	605,603	Weighers -	- 3	
TOTAL for the } Quarter - }	18,702			Brakesmen -	- 36	
				Quarrymen -	- 27	
				Masons and stone-cutters -	- 18	
				Sawyers -	- 4	
				Carpenters -	- 20	
				Smiths -	- 13	
				Fitters, Engine-drivers, &c. -	- 23	
				Divers -	- 9	
				Boatmen -	- 8	
				Platelayers -	- 6	
				Labourers, &c. -	212	
					391	
				Horses -	- 32	
				Convicts in Quarries -	- 949	
<u>£.</u>		<u>£.</u>		<u>No.</u>		
Contract works -	21,016	Contract works,		Foremen -	- 12	- - During the quarter now ended, the Breakwater has been advanced 205 feet, the total length executed during the past year being 745 feet. The total length of the Breakwater now affording shelter to the harbour is 5,145 feet, the outer end being in 9¼ fathoms at low water of spring tides. The quantity of rough stone deposited during this quarter has been 122,070 tons, and for the year 469,907 tons, making the total quantity deposited from the commencement up to this time 2,667,907 tons.
Convict department, and general disbursements -	966	convict department, land, stock and plant, and miscellaneous disbursements -	627,585	Weighers -	- 3	
TOTAL for the } Quarter - }	21,982			Brakesmen -	- 36	
				Quarrymen -	- 30	
				Masons and Stone-cutters -	- 20	
				Sawyers -	- 4	
				Carpenters -	- 20	
				Smiths -	- 13	
				Fitters, Engine-drivers, &c. -	- 25	
				Divers -	- 8	
				Boatmen -	- 15	
				Platelayers -	- 8	
				Labourers, &c. -	202	Owing to the unusual mildness of the weather during the last three months, and the amount of shelter afforded by the outer portion of the works, the divers have been enabled to continue their operations in setting the courses of the coaling jetty under low water with but little interruption, and the two footing courses and three courses above the footings have now been set.
					396	The masonry for the superstructure of the Inner Breakwater will be resumed forthwith.
				Convicts in Quarries -	- 923	. The Chart annexed hereto shows by red colour the extent to which the Breakwater has now been carried.

(signed) *Jno. Coode*, Engineer-in-Chief.

PORTLAND HARBOR OF REFUGE AND BREAKWATER.

PAPERS explanatory of the TOTAL ESTIMATE, £.932,125, as shown in the Tabular Summary on page 1, and referred to in the Note at foot of page 1.

STATEMENT showing Original Estimate for Rough Stone-work, and for Masonry in Heads, and Estimate for Works now in course of Construction.

Original Estimate, as made in August 1846 by the late Mr. Rendel, comprehending simply the following sections or portions of the work, viz.:	£.	s.	d.	£.	s.	d.
Rough stone work for Small and Great Breakwaters -	485,589	-	-			
Masonry in heads - - - - -	73,370	-	-			
	558,959	-	-			
Land in subsequent Estimate of February 1847 -	30,000	-	-			
				£.	588,959	- -

EXPENDITURE as at present estimated (June 1857):

Gross expenditure for rough stone work in Small and Great Breakwaters, calculated according to prices at which the works have hitherto been executed -	£.	s.	d.	
(For comparison with original Estimate, <i>see</i> Appendix A.)	634,875	-	-	
Masonry in two heads to passage, <i>i. e.</i> outer head of Small Breakwater and inner head to Great Breakwater -	76,000	-	-	
(For comparison with original Estimate, <i>see</i> Appendix B.)				
Masonry in outer head to Great Breakwater -	52,000	-	-	
Land and expenditure connected therewith -	44,150	-	-	
Not included in the original Estimate.	Superstructure of Inner or Small Breakwater, including "return" or junction at head, &c. -	62,500	-	-
	"Return" to inner head of Great Breakwater -	12,500	-	-
	"Return" to outer head of Great Breakwater -	12,500	-	-
	Coaling establishment, with one jetty -	37,600	-	-
Gross estimated expenditure of works at present sanctioned and contemplated -	-	-	-	*932,125 - -
The total amount of Votes to 31st March 1857 was 647,000 £., of which there was actually expended up to that date -	627,585	-	-	
Vote required for 1857-58 -	90,000	-	-	
				717,585 - -
Subsequent Vote required to complete the works at present sanctioned and contemplated -				£. 214,540 - -

	£.	£.
* Gross estimated expenditure, as above -	-	932,125
Deduct estimated value of plant of all kinds belonging to Admiralty, and materials in stage upon completion of Breakwater -	36,000	
Deduct also value of land transferred to War Department, and value of merchantable stone -	52,000	
		88,000
Net estimated expenditure upon works at present sanctioned and contemplated -	£.	844,125



THE OWNERS INTENDED TO ENLARGE THE BUILDING:

JOHN COODE, *Engineer in Chief.*

31 March 1857.

NOTE.

Latitude, $50^{\circ} 34' 00''$ North.
Longitude, $2^{\circ} 25' 30''$ West.

*The Soundings are in Fathoms
under Low Water of Spring Tides.*

Line of Two Fathoms depth shown thus

Three	"	"	...	...	...	13
Five	"	"	...	...	...	

One Nautic Mile

Scale of Feet

10,000 Feet

5,000

1,000 0

APPENDIX (A.)

(Referred to in the foregoing Account.)

	£.	s.	d.	£.	s.	d.
Gross estimated expenditure for rough stone work in Small and Great Breakwaters, as before stated -	-	-	-	634,875	-	-
To effect a comparison with Mr. Rendel's original Estimate, the following items must be deducted, viz.:						
Increased quantity of rough stone work, consequent upon the depth of water along the Great Breakwater being found to be $1\frac{1}{4}$ fathom greater than was shown by the chart furnished to Mr. Rendel, and upon which his Estimate was based - -	*89,400	--	--			
Estimated value of plant, materials, &c. as before stated - - - - -	36,000	-	-			
Charges directly consequent upon prolongation of period for execution of works to the extent of, say, five years; this must, however, be dependent upon the number of convicts available and the application of their labour; estimated at - -	10,000	-	-			
Estimated increase upon materials raised and brought from Fortification Ditch on Verne -	5,500	-	-			
				140,900	-	-
				493,975	-	-
Expenditure upon rough stone work, as in Mr. Rendel's original Estimate - - - - -				485,589	-	-
Difference - - - £.				8,386	-	-

* *Note*.—The area of deep water anchorage within the harbor will be increased beyond that stated in the original Report (1846) to the extent of 200 acres, in consequence of this additional depth.

APPENDIX (B.)

(Referred to in the foregoing Account.)

	£.	s.	d.	£.	s.	d.
Expenditure upon two heads to passage, <i>i.e.</i> Outer Head of Small Breakwater and Inner Head to Great Breakwater - - - - -	-	-	-	76,000	-	-
Expenditure, as stated in Mr. Rendel's original Estimate (1846) - - - - -	-	-	-	34,540	-	-
Difference - - - £.				*41,460	-	-

* *Note*.—In the original Estimate the cost of these heads was set down at 34,540 *l.*, on the assumption that this passage would be used by small craft only, and therefore that the masonry would not be founded in more than 12 feet below low-water; but before these heads were commenced, the Admiralty decided that this entrance should be made available for men-of-war and steamers of the largest class, and that the heads should be founded accordingly, viz., at a clear depth of at least 24 feet below low-water of spring tides, with rubble slopes from the foot of the masonry, so as to avoid the possibility of large vessels striking in a heavy sea. This will account for the extra cost on these heads.

(signed) *Jno. Coode,*
Engineer-in-Chief.

HARBORS OF REFUGE.

DETAILED STATEMENT relative to the HARBORS
of REFUGE at *Dover, Harwich, Alderney, Jersey,*
and *Portland*; together with the QUARTERLY
REPORTS of the ENGINEERS, for the Year ending
31 March 1857.

(*Mr. Wilson.*)

Ordered, by The House of Commons, to be Printed,
19 June 1857.

[*Price 8d.*]

116—Sess. 2.

Under 3 oz.

BROADHAVEN HARBOUR, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 19 June 1857;—for,

COPY “ of REPORT of Captain *Bedford*, of the Royal Navy, to the Admiralty,
upon the HARBOUR of *Broadhaven* and BAY of *Wick*.”

Admiralty, }
26 June 1857. }

C. H. PENNELL,
Chief Clerk.

COPY of REPORT of Captain *Bedford*, of the Royal Navy, to the Admiralty,
upon the HARBOUR of *Broadhaven* and BAY of *Wick*.

Sir,

Wick, N.B., 30th May 1857.

ALTHOUGH I cannot give a full report on the several points of their Lordships' instructions with reference to Broadhaven, I yet think it may be desirable to forward such information as will afford a general view of my opinions.

First, as regards the erection of Messrs. Raymes being within high-water mark, I have no doubt but that it is so, the only difficulty being, that repeated encroachments in a very contracted space, exposed to heavy seas, have caused to be thrown up a high and irregular bank of shingle, that, without perfect tidal data, I hesitate giving an opinion as decided as the case demands; for should their Lordships abandon the claims of the petitioners in this case, other encroachments already decided upon will be at once commenced, not only at Broadhaven, but I understand along the north shore of Wick. This only difficulty I hope to overcome on Monday.

Regarding the second and third points, there does not exist any doubt that from time immemorial the space on which the erection complained of has been completed has been used by the fishermen for beaching, and other purposes connected with their hazardous calling, and that by the encroachments they suffer a most serious injury, vitally important not only to themselves and to all others of a like calling, but to the interests of seamen generally frequenting this stormy and harbourless coast, for from Broadhaven alone can the lifeboat be launched in a S.E. gale, or a hope entertained of saving life and property by running to it for refuge.

I have, &c.

(signed) *E. J. Bedford*, Commander.

The Secretary of the Admiralty.

Sir,

Admiralty Survey, Oban, 9th June 1857.

I HAVE the honour to forward for the information of the Lords Commissioners of the Admiralty the result of my examination and inquiries into the several points of their Lordships' instructions in reference to Broadhaven.

160—Sess. 2.

A

First,

First, whether the work erected by Messrs. Raymes, Lupton & Co., is situated below high-water mark?

Plan.

Upon this point there would have been no difficulty, had not the shingle been artificially banked up against the new erection; but after careful examination, and transferring by level the standard high water at an ordinary spring tide, there remains no doubt of its being so, as illustrated on the accompanying plan and sections.—Note 1.

Secondly. Whether the site occupied is an accustomed landing or beaching place for boats?

As intimated in my letter of the 30th ultimo, no doubt whatever exists upon the question. Long previous to the encroachments of 1822, and the erection of the pier in 1831, Broadhaven was the general resort as a place of refuge, at the time when all other ports and creeks were unapproachable, and even when shut out from the southern bight, the pier afforded the necessary protection for saving of life and property, but only at that limited spot now banked up by the new erection.—Note 2.

Thirdly. Whether the work complained of would be dangerous or injurious to the fishermen or their boats?

From the foregoing statement no doubt can exist of the vital injury the fishermen generally must sustain by this erection. It is quite evident to observation, and amply supported by testimony, that with the heavy sea setting upon the coast, with gales from an E.N.E. to S.E. direction, the only means of safety is by beaching, and rapidly running the boats up beyond the reach of the sea, and that by the erection of a barrier seven feet high across the only accessible beach, such a process is rendered impossible, and by the rebound of sea which must ensue, the last alternative and hope of shelter from the pier is removed. Life may be preserved, but for the preservation of the boat there can be no hope.

Another serious injury, and of more general importance, refers to the life-boat, which, according to the testimony of Captain Tudor, harbour-master at Pulteney, could not now be launched from off the breastwork; hitherto, when from Wick Bay it would have been impossible, she could have been launched from Broadhaven.—Note 3.

The decision given with reference to the first point is founded upon my own observations, for although I considered the testimony of the fishermen worthy of every reliance, I considered that upon so important a question I should be free from every evidence which might be considered interested. But upon all other points no evidence could be more clear, decided, yet temperate, or could conduct on the part of the fishermen be more forbearing under injury and anticipated ruin; and I respectfully submit to their Lordships that their petition is deserving of their most favourable consideration, and themselves to every support.

The agent of Messrs. Raymes, Lupton & Co., stated as one reason for the erection, that the boats were increasing so much in size as to be unwieldy for hauling up, and consequently that they propose erecting another pier outside the present one, so as to afford shelter either at anchor or alongside the quays; but, unfortunately, even admitting the probability of the execution of the proposition, they have, in their supposed improvements, commenced at the wrong end.

Trusting that the general remarks appended to the notes may not be considered irrelevant with the main subject of their Lordships' instructions,

I have, &c.

To the Secretary of the
Admiralty.

(signed) *E. J. Bedford*,
Commander.

P. S.—In my letter of the 30th ult., I stated that further encroachments were intended both at Broadhaven and Wick; the latter I subsequently witnessed, and have since been informed that on the day following my last visit to the former place, three boats were ordered down from the beach, and preparations made for filling in with the *débris* from Messrs. Raymes' quarry.

I beg to enclose a petition received this day from the fishermen on the Banffshire coast, and a note explaining the cause of so few signatures.

E. J. B.

NOTES and REMARKS appended to Commander *E. J. Bedford's* Letter to the Secretary of the Admiralty, dated 9th June 1857.

Note 1.—For two days previous to my arrival at Broadhaven, seven men were occupied throwing up shingle against the new work, with the apparent intention of raising the bank above the high-water mark.

Note 2.—On 17 March 1855, five boats from the coast of Banff were compelled to seek shelter in Broadhaven, and were saved only by hauling up above the old broken breastwork.

Recent instances of the value of Broadhaven as a place of refuge.

31st January 1857.—Wind variable from the N.W., but a heavy rolling swell suddenly got up, setting in from the eastward. Six men drowned in Wick Bay by the swamping of a boat. No boat could enter the harbour at Pulteney on account of the sea, whilst Broadhaven was comparatively smooth, allowing a small boat to go in and out to the rescue of two lives.

The same night a large boat belonging to Pulteney, returning with a cargo from the south, made for Broadhaven, and found shelter.

March 1857.—A large boat, with nine men, from the south, compelled to run for the haven, and were saved by hauling up above the old breast.

Note 3.—The worst seas are with gales from an E.N.E. to an E.S.E. quarter, but heavy rollers often set in without any apparent cause or warning.

Note 4.—Within the pier at Broadhaven (*see Plan*) there is a bed of native rock, with large boulders; as these are of course a great obstruction, and, especially with any swell, liable seriously to injure the boats, the fishermen would willingly have removed them, but the proprietors will not permit it, as they serve as a boundary between the properties. Many additional ones were placed there before my departure from Wick.

The coast properties are held by several parties upon leases from the proprietor, Sir George Dunbar, granted by his father for terms of about 99 years, that at Broadhaven dating from 1822.

In the Report of the Commissioners upon the Fishery Board, it is recommended that, even should the "Brand" be abolished, the Board, as at present constituted, should be continued as a "Board of Harbours." There can be no doubt that a supervision over the ports and creeks generally is absolutely necessary for general interests, but more particularly for the benefit of the fisheries: First, to prevent further encroachments, such as I observed had been going on for many years in all the creeks north of Wick Bay.

Secondly, to assist by advice, and other assistance, in the removal of natural obstructions within the creeks.—Note 4.

And, thirdly, towards the erection of breakwaters or quays by grants in aid.

But for the beneficial working of the Board of Harbours as recommended, it would be necessary to combine more nautical knowledge than it has hitherto possessed, for the want is clearly manifest, both in the erections upon the west coast by the present Board, as also by the encroachments permitted upon the east.

Broadhaven has every capability for being made one of the best fishing stations upon the coast; there is no tidal set within the points, no deposit of sand, ample depth of water, and inexhaustible materials upon the spot for any erection, and from the natural feature of the shores, the works would not require to be of such extent as might throw impediments in the way of their execution.

The Bay of Wick is different, but has its position, extent, and like materials to recommend it.

From observation and information obtained from pilots and fishermen, the tide is found to eddy into the bay upon both shores, and being fully charged with sand, has reduced, within these 30 years, the depth of water by about 18 feet.

To construct, therefore, such a harbour as would serve for all purposes, works of much magnitude would be required; the stream and deposit must be deflected from off the north shore into the stronger and more direct tide, and then the requisite works for completing the shelter and other trade accommodations

might be projected from the south ; but without the north shore breakwater, no works from the south would be of any material or lasting benefit.

For the execution of the foregoing, much capital and time would be required ; but increased accommodation, both for fishermen and curers, and improvement in the river generally, might be afforded and advanced without delay or any material expense, either upon both shores independently, or with far greater advantages to both parties, by uniting their several interests.

At present the works upon the North or Wick side of the bay are carried on chiefly with the purpose of affording additional curing ground, regardless either of the main wants of the fishermen, or of the effect their works may leave upon the river.

It may be considered strange that the interests of the fishermen and the curers are not identical, but it must be understood that the herring fishing lasts but from six to eight weeks in the year, and during a time when fine weather might naturally be expected ; for the remainder of the year the curers have little, if any, connexion with the boats.

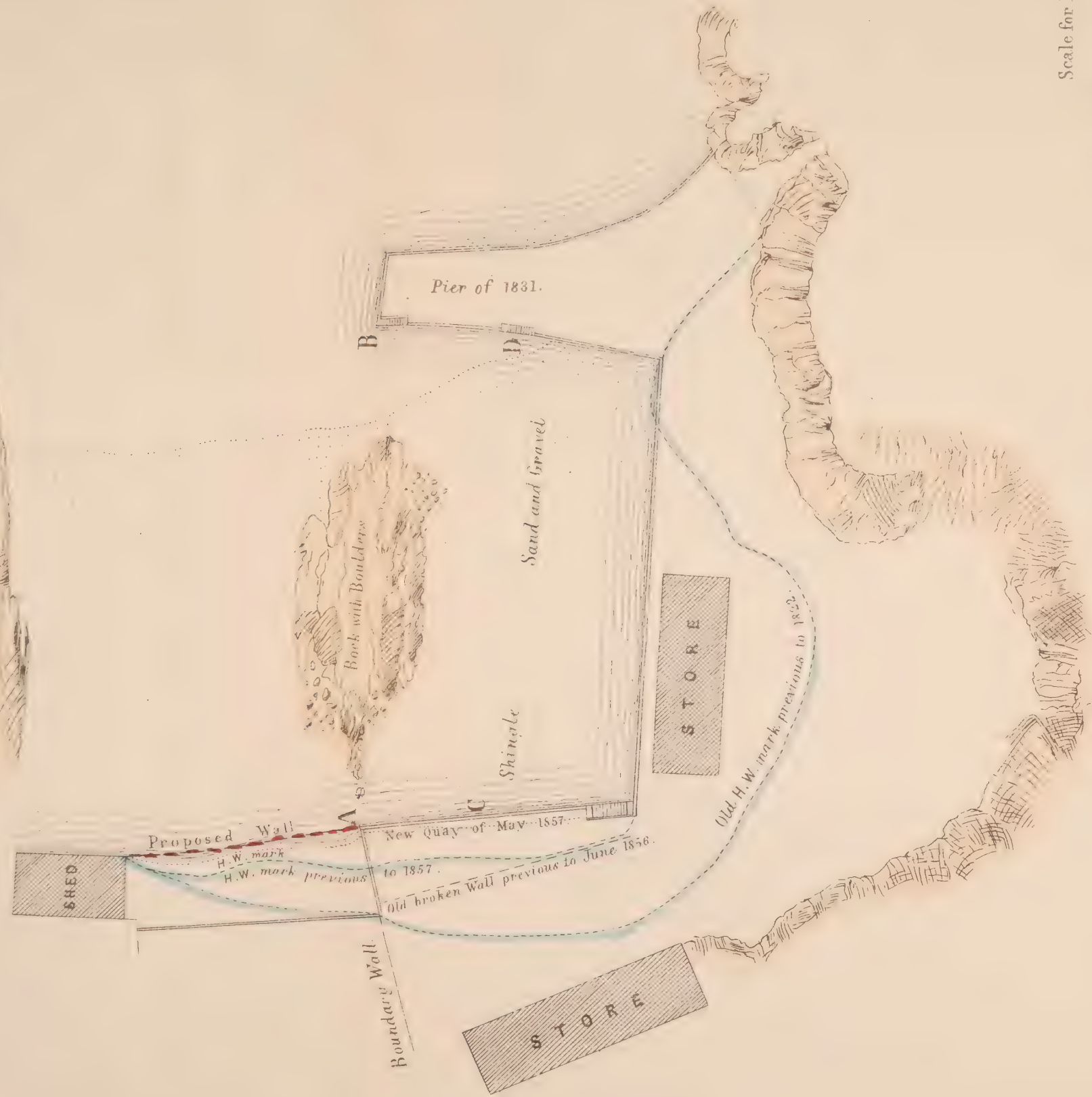
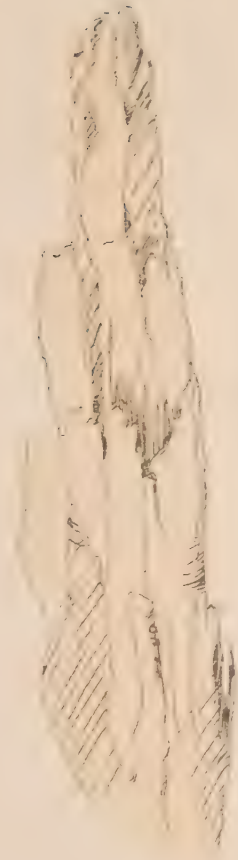
The long line fishing for cod, &c., is carried on chiefly by boats from the coast of Banff, numbering from between 50 to 100 ; this is prosecuted during the stormiest season, and at times their only hope for saving life and property is by running for some exposed beach, and hauling up beyond the reach of the sea. If secure shelter could be found, no doubt many more than those now engaged would find ample remuneration by the winter's fishing.

(signed) *E. J. Bedford*,
Commander.

BOATHAVEN

within

BROADHAVEN.



Scale for Plan.

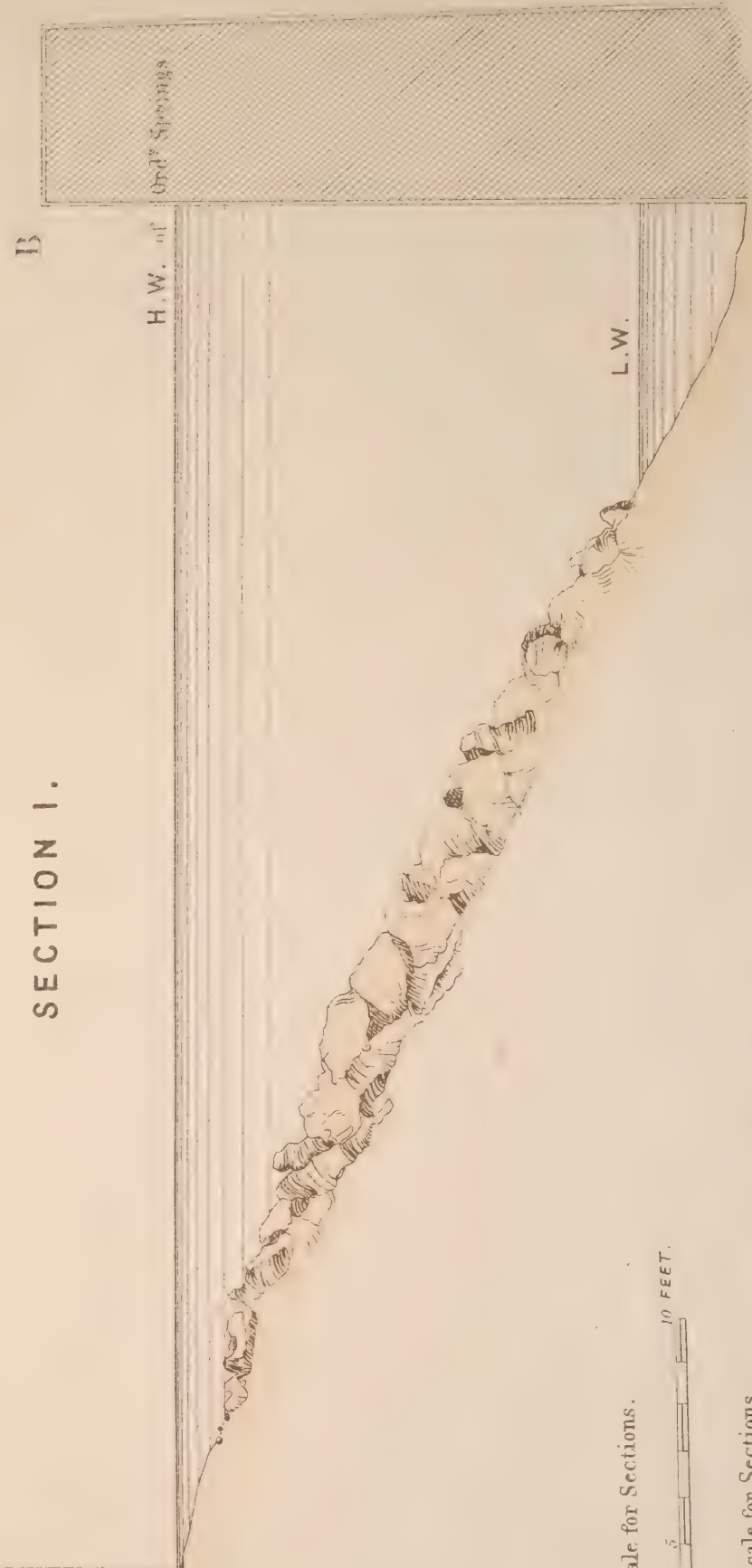


New Quay of May 1857.

A

Old Quay portected about June 1856
previously broken through in several
places to allow the Boats hauling up

SECTION 1.



Vertical Scale for Sections.



Horizontal Scale for Sections.

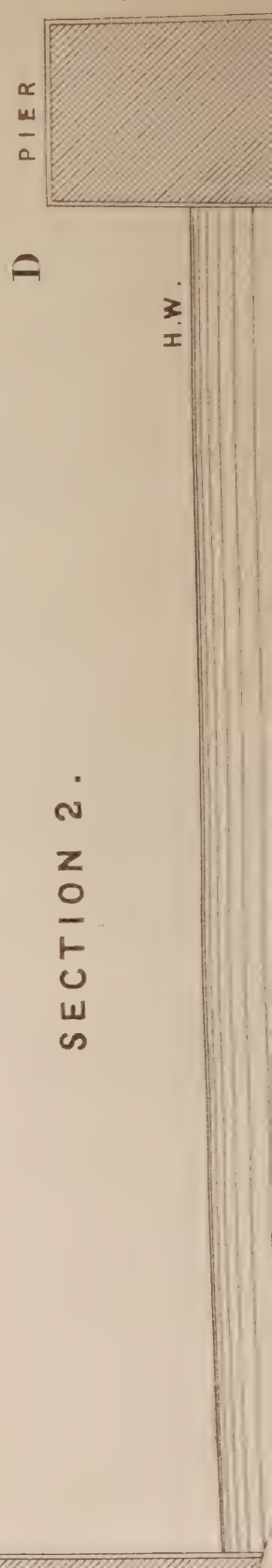


New Quay of May 1857.

C

Old level previous to June 1856
broken through to haul up boats

SECTION 2.



H.W.

D

PIER

BROADHAVEN HARBOUR, &c.

COPY of REPORT of Captain *Bedford*, of the
Royal Navy, to the Admiralty, upon the
HARBOUR of *Broadhaven* and BAY of *Wich*.

(*Colonel Sykes.*)

Ordered, by The House of Commons, to be Printed,
7 July 1857.

[*Price 1 s.*]

160—Sess. 2.

Under 1 oz.

PORTPATRICK AND DONAGHADEE HARBOURS.

RETURN to an Order of the Honourable The House of Commons,
dated 2 July 1857;—for,

COPIES “of Captain *Vetch*’s REPORT to the Admiralty, of the 22d day of July 1856 :”

“Of the LETTER addressed to the Treasury by the Admiralty, the 23d day of July :”

“And, of Captain *Vetch*’s further Reports to the Admiralty, dated the 29th day of September 1856, and the 30th day of June 1857, upon the HARBOURS of *Portpatrick* and *Donaghadee*.”

Admiralty, }
6 July 1857. }

ROBERT S. EVANS,
Pro Chief Clerk.

SHORT SEA PASSAGE BETWEEN GREAT BRITAIN AND IRELAND.

Admiralty, 22 July 1856.

THE Lords Commissioners of the Treasury have placed before the Lords of the Admiralty two memorials on the subject of promoting a short sea passage between Great Britain and Ireland.

1. From the Belfast and County Down Railway Company and certain landed proprietors and merchants desirous of promoting such a passage between the two countries, *vid* Port Patrick and Donaghadee.

2. From the inhabitants of Ballintrae, in favour of a passage to Belfast from that vicinity.

The Lords of the Treasury fully recognising the importance of such a communication, request the Lords of the Admiralty to report to that Board, “between what points on the coast on each side will be, upon the balance of all considerations, best for such a passage,” and the Lords Commissioners of the Admiralty having required us to submit a reply to the above questions, we have, after duly considering the subject, come to the conclusion that Port Patrick and Donaghadee are the most suitable harbours between which a short sea passage can be best made, for the following reasons :

First. As constituting the shortest line possible of communication between Great Britain and Ireland, and as such, it was selected by the late Mr. John Rennie as the most suitable for the Mail Packet Service, the distance between the two ports being only 19 nautical miles ; whereas the nearest distance between any other two harbours and ports, having the same object in view, is the line between Larne and Carne Ryan, 32 nautical miles distant ; whilst the line proposed by the memorialists from Ballintrae is from that place to Belfast quays, a distance of 44 miles.

Secondly. Because harbours have been already constructed at Port Patrick and Donaghadee at a great cost to Government, and only require a comparatively small outlay to render them available for the purpose required ; whereas in all other cases works of great cost would have to be constructed at one or both termini, requiring much time for their execution.

Thirdly. Because an Act has already been obtained to carry a branch line of railway from the North-eastern Trunk Line of Ireland to Donaghadee, and parties on the Scotch side of the Channel, it is stated, are desirous to carry a railway from Dumfries to Port Patrick, if the Government will re-establish the Packet Service at those harbours.

Considerable inconvenience did exist both at Port Patrick and Donaghadee from the fact that these harbours were allowed to silt up, by the contractor not removing the rubbish, &c., left behind there on completing the works in 1844.

Port Patrick Harbour has since been cleaned out, and the channel has been deepened from three to nine feet at time of low water, and that harbour is capable of still greater improvement at small cost; while at Donaghadee dredging seems to be the chief requirement, and it is assumed that for an expenditure of 15,000 *l.* at Port Patrick and 10,000 *l.* at Donaghadee, these harbours may be put in an efficient state.

It is, however, to be observed, that these harbours, even in their worst state, were found to be, in a great degree, efficient, and Captain Hawes, late superintendent of the packet service, has reported that during the 5½ years he was in charge, there were only two days in which the packets did not carry the mails to Ireland, and only one day on which he had to signal the packet not to enter Port Patrick, while detentions of the mails on other occasions occurred only five times during that period.

We have, therefore, to conclude our Report by stating that it does not appear to us necessary to institute any local survey or investigation into the question, but have to observe that if the Lords Commissioners of the Treasury decide on adopting these harbours, as constituting the best termini to a short sea passage, it will be desirable to lose no time in directing an inquiry into the best and most economical means of carrying out the improvements suggested, to render them still more efficient for the objects required.

(signed)

James Vetch.

John Washington, Hydrographer.

To the Secretary, Admiralty.

Sir,

Admiralty, 23 July 1856.

3
herewith returned.

I AM commanded by the Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 5th June last, with enclosures, wherein you state that the Lords of the Treasury fully recognise the importance of a short sea passage between the North of Ireland and Scotland, which might be used for the conveyance of mails and passengers; and in which you request the Admiralty to report to the Treasury between what points on the coast, on each side of the Channel, will be, upon the balance of all considerations, best for such a passage, and that should the Lords of the Admiralty not be in a position, with the information before them, to make such a report, the Lords of the Treasury request they will institute such a survey and investigation as may be necessary.

In reply I am directed to state, for the information of the Lords of the Treasury, that the Lords Commissioners of the Admiralty, after duly considering the subject, have come to the conclusion that Port Patrick and Donaghadee are the most suitable harbours between which a short sea passage can be the best established; that their Lordships do not consider any further local investigation necessary, but are of opinion that if the Lords of the Treasury approve of the re-establishment of the packet service at these ports, it will be desirable no time be lost in directing and inquiring into the best and most economical means of rendering the harbours as efficient and commodious as the circumstances of the respective cases will admit.

I am, &c.

(signed) *T. Phinn.*

James Wilson, Esq., M.P., &c. &c.,
Secretary, Treasury.

PORT PATRICK,—PROPOSED RE-ESTABLISHMENT OF THE PACKET SERVICE.

Sir,

Harbour Department, 29 September 1856.

I HAVE the honour to state, that in conformity with my approved submission of the 19th August last, I proceeded on the 1st of September instant to Port Patrick, to inspect the harbour, and consider what works would be necessary for the resumption of a Packet Service, as required in the Treasury letter of the 15th August.

I made repeated investigations, and discussed the various requirements with Captain Hawes, the superintendent, and with the foreman of works, and I arrived pretty nearly at those operations more especially called for. I must, however, defer giving a particular estimate of cost until I can obtain a new and correct plan of the harbour up to this date, with soundings over the bed of the same.

Having concluded my investigations at Port Patrick, on the evening of the 8th of September I proceeded to Donaghadee, and had the benefit of Captain Hawes's co-operation, who was well acquainted with the harbour; and I may here state that there being no direct means of transport, I was under the necessity of proceeding from Port Patrick to Greenock, and thence, taking the mail packet to Belfast, near which last place we were detained four hours by a thick fog, proceeding from Belfast by land to Donaghadee, occupying, including necessary delay, 42 hours, comprising a distance of 197 miles of sea voyage, and 25 miles of land journey; whereas by the direct course the distance is only 19 miles of sea voyage, occupying less than two hours. I mention these facts to show the great inconvenience which has arisen from the discontinuance of the ferry in 1849, which had previously existed from time out of mind, and it requires no calculation to show the great loss and injury which must have accrued to commerce and intercourse between the adjacent harbours and countries; as, for instance, the export and import of cattle and farm produce both ways, and the passage of labourers when in demand; and although the Government might have lost by maintaining the Mail Packet Service, the country would have benefited in a much greater ratio; but this defect, it is to be hoped, may be supplied at no great lapse of time by means of railway companies.

I found the works at Donaghadee in good condition, merely wanting a few repairs, but since the Packet Service has been discontinued, a considerable amount of silting has taken place, which will require to be removed, and some rocks in the harbour to be blasted away.

I may take this occasion to remark that the choice of the above two harbours for the termini of a short sea passage is much enhanced by a feature of the case new to me, viz., that the Firth of Clyde, Lough Ryan, and Belfast Lough, are frequently visited by thick fogs, and long detentions arise therefrom, as I had a practical example of, the mail packet I left Greenock in being detained four hours in Belfast Lough, within a very short distance of the town, and too late for the mails on arrival; but such detentions do not take place at Port Patrick and Donaghadee, as vessels in departing from them are in the open sea immediately on clearing the pier heads, and as the navigation is only of an hour and a half duration, the packets easily make their ports, which are well lighted,—a very important circumstance.

As regards Port Patrick Harbour, I have directed the surveyor and draughtsman of the Harbour Department to proceed there to make a new Survey and Plan of it, and when furnished with that, and with new soundings in the harbour and entrance, I shall be able to form an estimate of the cost of the works.

As regards Donaghadee Harbour, it is at present under the charge of the Board of Works, Dublin, with which department I will place myself in communication, and obtain the necessary data for an estimate of cost, accommodation being wanted, according to Captain Hawes' view of the case, for steam packets 130 feet long, with 7 feet draught of water. It may, however, be necessary to limit the length to 120 feet.

There are some matters at Port Patrick which I conceive ought to be attended to without delay, as the means of saving time and cost, &c., hereafter.

1. The fishing-up of a number of ashlar stones which were displaced from the north pier head six or seven years ago, and which now lie near the harbour's mouth, and which, if reclaimed, would save the purchase of others.

REPORTS :—PORTPATRICK AND DONAGHADEE HARBOURS.

2. The fishing-up the debris of Smeaton's Pier, inside the new harbour constructed in 1774, and overthrown in 1853. The greater portion of this old pier was rather an injury than a benefit to the new harbour; I therefore propose that the wreck of the pier be cleared away, being dangerous to vessels taking refuge; and to reconstruct 38 feet in length only, for the safety of boats and small craft, in the only place where they can lie without inconvenience to the Packet Service.

3. I propose to cut a communication or way along the edge of the craig rock or islet about 15 feet wide, that succour may be given to vessels from that shore, now entirely impossible from the rough and rugged nature of the craig.

These three requirements appear to be absolutely necessary under any circumstances, and may be executed for about 600 *l.*, but as the works may be slow, and can only be performed in good weather, I conceive that no time should be lost in making a commencement on all these works, remarking that the recovery of the stones will eventually repay the cost.

I have, therefore, to submit that authority be at once given to proceed with these works to the amount of 600 *l.*, to be drawn by Captain Hawes from time to time, and I anticipate that a considerable portion of work may be executed in the months of October and November, the cost to be placed on the Estimates for 1857-58.

The Secretary, Admiralty.

I am, &c.
(signed) *James Vetch.*

PORT PATRICK AND DONAGHADEE HARBOURS.

Sir,

Admiralty, 30 June 1857.

I HAVE the honour to state, for the information of the Lords Commissioners of the Admiralty, that since my last Report to their Lordships, on the subject of the above harbours, on the 29th September last, I have procured a new and accurate plan of the harbour, and that a series of soundings over the same has been taken by an Admiralty surveyor.

During the sitting of Parliament I have not had leisure either to design the new works in their details, or to arrive at any but an approximate estimate of cost; but deferring these to a time of greater leisure, I consider it may be desirable to state now that the vessels appropriate for these harbours, and for the passage, should be of the following dimensions: length, 130 feet; beam, 22 feet; draft, $7\frac{1}{2}$ feet, which would enable the passage to be made in $1\frac{1}{2}$ hours under ordinary circumstances.

The approximate cost to place these harbours in a fit state for such vessels, may be estimated as follows:

	£.
Port Patrick Harbour - - - - -	30,000
Donaghadee Harbour - - - - -	10,000

I take this opportunity of stating that the pressing works recommended in my Report of the 29th September last, at a cost of 600 *l.*, and since sanctioned by the Treasury, have now been completed.

I am, &c.
(signed) *James Vetch.*

The Secretary, Admiralty.

PORTPATRICK AND DONAGHADEE
HARBOURS.

COPIES of Captain *Vetch's* Report to the Admiralty of 22 July 1856; of the Letter addressed to the Treasury by the Admiralty the 23d day of July; and, of Captain *Vetch's* further Reports to the Admiralty, dated 23 September 1856, and 30 June 1857, upon the Harbours of *Portpatrick* and *Donaghadee*.

(*Mr. Macartney.*)

Ordered, by The House of Commons, to be Printed,
7 July 1857.

162—Sess. 2.

Under 1 oz.

RETURN to an Order of the Honourable The House of Commons,
dated 6 February 1857;—for,

RETURN “ of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain and Ireland*, including the *Isle of Man* and the *Channel Islands*; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1856 :”

“ Similar RETURN of STEAM VESSELS and their TONNAGE :”

“ RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coastwise, at each of the Ports of *Great Britain and Ireland, Isle of Man* and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1855 and the 31st day of December 1856 :”

“ Like RETURN from and to the COLONIES; further distinguishing British from Foreign Vessels; also, from and to FOREIGN PORTS; also distinguishing British from Foreign Vessels :”

“ Aggregate RETURN of the NUMBER and TONNAGE of VESSELS entered and cleared at each of the Ports of *Great Britain and Ireland, Isle of Man*, and *Channel Islands* (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1856, distinguishing British from Foreign Vessels :”

“ RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of the Colonies of the United Kingdom respectively; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1856 :”

“ Similar RETURN of STEAM VESSELS and their Tonnage :”

“ RETURNS of the NUMBER of VESSELS, with their TONNAGE (distinguishing Steam from Sailing Vessels), that were Built and Registered, distinguishing Timber from Iron Vessels; also a similar RETURN of VESSELS Sold and Transferred; also a similar RETURN of VESSELS Wrecked; also a similar RETURN of VESSELS Broken up, in the Year 1856 :”

“ Of the NUMBER of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1856; distinguishing the Number and Tonnage of each Colony respectively :”

“ Similar RETURN of the NUMBER of FOREIGN-BUILT VESSELS and their TONNAGE :”

“ And, RETURN of the SHIPPING Employed in the Trade of the United Kingdom, exhibiting the NUMBER and TONNAGE of VESSELS that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1856 (in continuation of Parliamentary Paper, No. 122, of Session 1856).”

(Mr. Ingham.)

Ordered, by The House of Commons, to be Printed,
15 May 1857.

RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain and Ireland*, including the *Isle of Man* and the *Channel Islands*; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1856:—Also, a Similar RETURN of STEAM VESSELS and their Tonnage.

	SAILING VESSELS.				STEAM VESSELS.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	122	4,107	159	14,812	—	—	—	—
Arundel	41	1,124	47	6,294	—	—	—	—
Barnstaple	39	1,349	25	2,453	—	—	—	—
Beaumaris	134	4,290	118	11,595	—	—	—	—
Berwick	19	621	24	2,442	—	—	—	—
Bideford	58	1,855	74	8,364	—	—	1	74
Boston	95	3,512	46	3,186	1	18	—	—
Bridgwater	69	2,521	64	11,503	2	21	—	—
Bridport	1	25	13	1,440	—	—	—	—
Bristol	173	5,140	234	69,214	14	359	21	3,204
Caernarvon	173	5,559	261	23,378	1	11	1	88
Cardiff	18	470	51	13,259	7	181	2	129
Cardigan	123	3,733	80	7,445	—	—	—	—
Carlisle	12	402	15	1,248	1	38	1	199
Chepstow	40	1,113	13	1,039	1	17	2	168
Chester	57	2,095	55	3,992	3	87	8	1,479
Colchester	192	3,672	84	10,625	1	23	—	—
Cowes	122	3,099	46	4,584	—	—	—	—
Dartmouth	155	4,443	240	30,471	3	73	—	—
Deal	18	299	—	—	—	—	—	—
Dover	33	998	20	2,402	—	—	2	153
Exeter	31	794	141	20,752	—	—	—	—
Falmouth	39	1,167	77	9,602	1	13	—	—
Faversham	208	4,933	98	12,727	1	9	—	—
Fleetwood	23	719	28	4,747	1	26	3	944
Folkestone	9	198	12	1,851	—	—	—	—
Fowey	35	1,210	119	10,912	—	—	1	52
Gainsborough	9	366	2	171	1	24	4	307
Gloucester	279	7,235	67	10,768	1	46	—	—
Goole	198	8,295	285	22,017	4	83	6	997
Grimsby	79	2,198	26	2,969	5	81	11	3,447
Hartlepool	4	105	170	36,791	4	87	8	3,037
Harwich	63	1,846	57	5,262	—	—	—	—
Hull	252	8,940	180	41,133	15	376	47	13,720
Ipswich	47	1,405	119	12,653	4	184	1	94
Lancaster	32	1,089	71	9,006	3	81	5	793
Liverpool	245	8,636	1,795	820,331	39	1,187	150	57,104
Llanelly	37	1,044	45	3,952	2	36	—	—
Lowestoft	84	1,832	37	3,033	3	50	5	1,400
Lyme	7	180	14	1,625	—	—	—	—
Lynn	60	1,998	105	15,355	1	13	1	201
Maldon	82	2,513	57	5,355	—	—	—	—
Maryport	17	439	89	15,522	3	65	1	210
Milford	73	1,976	79	10,068	—	—	—	—
Newcastle	110	3,083	452	124,830	81	1,364	23	7,621
Newhaven	9	187	19	3,334	—	—	—	—
Newport	19	723	70	15,230	2	55	1	272
Padstow	66	2,431	69	9,833	—	—	—	—
Penzance	20	565	54	5,927	—	—	—	—
Plymouth	201	5,948	188	34,053	5	164	2	226
Poole	32	823	82	15,119	1	22	—	—
Portsmouth	153	3,843	76	8,926	5	141	3	180
Preston	74	2,824	33	2,659	2	60	3	629
Ramsgate	68	1,780	34	3,307	1	10	—	—
Rochester	340	11,018	58	7,215	6	248	—	—
Rye	69	1,688	51	5,461	1	21	—	—
Saint Ives	56	1,206	111	11,947	—	—	3	452
Scarborough	60	1,802	129	32,033	—	—	—	—
Scilly	15	383	44	6,865	—	—	—	—
Shields	25	712	906	251,498	98	1,847	9	915
Shoreham	46	860	81	14,442	2	31	—	—
Southampton	132	3,525	97	13,421	10	341	20	4,169
Stockton	13	385	128	28,555	20	414	3	546
Sunderland	105	3,162	867	231,057	44	711	11	4,405
Swansea	57	1,784	89	13,452	8	192	5	361
Teignmouth	6	151	48	5,697	1	19	—	—
Truro	10	330	54	5,699	—	—	—	—

	SAILING VESSELS.				STEAM VESSELS.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND—cont^d.								
Wells - - -	99	2,149	81	7,081	2	29	—	—
Weymouth - - -	19	569	58	6,854	4	142	—	—
Whitby - - -	49	1,648	364	65,871	3	66	—	—
Whitehaven - - -	9	214	165	26,979	1	37	2	527
Wisbeach - - -	21	791	65	10,608	1	18	3	1,184
Woodbridge - - -	30	949	38	2,627	—	—	—	—
Workington - - -	3	89	95	19,818	1	17	—	—
Yarmouth - - -	306	8,702	257	27,928	6	109	5	626
London - - -	650	22,336	1,822	663,882	111	3,637	369	152,838
TOTAL, ENGLAND -	6,479	196,275	12,027	2,989,121	529	12,884	743	262,751
SCOTLAND:								
Aberdeen - - -	12	367	219	56,500	1	41	13	4,638
Ayr - - -	14	424	18	3,225	—	—	2	216
Alloa - - -	26	852	42	11,465	—	—	3	236
Arbroath - - -	12	506	90	13,214	—	—	—	—
Banff - - -	43	1,373	106	13,593	—	—	—	—
Borrowstoness - - -	23	699	38	4,870	—	—	—	—
Campbeltown - - -	38	1,145	4	878	—	—	2	259
Dumfries - - -	63	1,971	67	14,268	—	—	—	—
Dundee - - -	18	596	265	52,529	1	33	6	1,498
Glasgow - - -	96	3,396	317	147,225	14	386	131	52,653
Grangeinmouth - - -	7	258	33	7,395	3	54	6	1,517
Greenock - - -	190	5,481	182	67,522	11	205	13	1,634
Inverness - - -	155	3,686	90	7,426	2	24	2	567
Irvine - - -	43	1,290	78	17,158	1	40	3	475
Kirkaldy - - -	55	1,835	41	6,566	2	79	1	86
Kirkwall - - -	21	500	26	2,513	1	26	—	—
Leith - - -	69	2,068	84	18,439	13	267	26	7,100
Lerwick - - -	47	1,060	8	625	—	—	—	—
Montrose - - -	4	176	92	15,116	—	—	—	—
Perth - - -	6	154	47	4,142	1	19	4	675
Peterhead - - -	7	218	58	12,247	—	—	—	—
Port Glasgow - - -	28	1,016	25	4,508	1	14	6	476
Stornoway - - -	36	921	13	1,398	—	—	—	—
Stranraer - - -	24	799	7	650	—	—	—	—
Wick - - -	21	622	25	2,131	—	—	—	—
Wigtown - - -	39	1,340	12	1,084	—	—	1	316
TOTAL, SCOTLAND -	1,097	32,753	1,987	486,687	51	1,188	219	72,346
IRELAND:								
Ballina - - -	2	36	—	—	—	—	—	—
Belfast - - -	151	5,153	297	64,864	5	99	16	4,487
Coleraine - - -	10	233	—	—	—	—	—	—
Cork - - -	168	3,965	211	40,993	9	285	18	5,501
Drogheda - - -	3	114	46	4,577	—	—	5	1,327
Dublin - - -	309	9,044	145	23,235	7	191	40	9,230
Dundalk - - -	4	144	20	1,636	1	24	4	1,614
Galway - - -	8	251	6	878	—	—	—	—
Limerick - - -	48	1,454	24	6,976	—	—	6	2,406
Londonderry - - -	6	142	16	4,913	1	49	5	1,698
Newry - - -	71	2,183	41	4,271	—	—	2	194
Ross - - -	2	69	12	4,191	—	—	—	—
Skibbereen - - -	91	2,207	1	51	—	—	—	—
Sligo - - -	11	310	22	3,964	2	78	—	—
Strangford - - -	28	903	30	3,021	—	—	—	—
Tralce - - -	11	297	1	107	—	—	—	—
Waterford - - -	55	1,379	105	14,419	—	—	24	8,686
Westport - - -	5	139	1	99	—	—	—	—
Wexford - - -	27	926	70	7,442	—	—	—	—
TOTAL, IRELAND -	1,010	28,949	1,048	185,637	25	726	120	35,143
ISLE of MAN - - -	293	6,961	45	3,459	—	—	6	1,192
CHANNEL ISLANDS - - -	196	5,131	298	45,521	1	16	3	216

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857.

J. H. Brown,
Registrar-General.

RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coastwise at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1855 and the 31st day of December 1856.

SAILING VESSELS.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith	614	21,925	-	-	327	12,853	-	-
Arundel	335	27,711	-	-	232	12,938	-	-
Barnstaple	914	33,053	-	-	303	10,166	-	-
Beaumaris	1,507	72,598	-	-	373	16,895	-	-
Berwick	375	19,294	-	-	221	11,958	-	-
Bideford	748	29,618	-	-	217	7,787	-	-
Boston	713	32,507	-	-	266	12,848	1	173
Bridgwater	2,863	125,126	1	20	1,855	56,931	-	-
Bridport	203	14,815	-	-	78	3,615	-	-
Bristol	3,902	173,924	-	-	2,482	99,528	-	-
Caernarvon	1,323	53,408	-	-	323	10,628	-	-
Cardiff	1,488	70,828	3	606	5,328	369,337	1	255
Cardigan	518	13,198	-	-	44	1,474	-	-
Carlisle	58	3,350	-	-	289	13,209	-	-
Chepstow	600	18,015	-	-	291	13,811	-	-
Chester	1,384	66,488	-	-	1,704	75,530	1	143
Colchester	628	47,117	-	-	303	14,555	-	-
Cowes	1,348	50,429	-	-	436	9,756	-	-
Dartmouth	668	34,455	-	-	275	9,762	-	-
Deal	72	5,335	-	-	-	-	-	-
Dover	390	34,715	-	-	102	4,555	-	-
Exeter	547	54,940	-	-	185	9,510	-	-
Falmouth	684	38,963	-	-	199	8,886	2	134
Faversham	1,615	114,760	-	-	1,357	47,290	-	-
Fleetwood	518	33,772	-	-	494	30,801	-	-
Folkestone	335	35,234	-	-	1	38	-	-
Fowey	1,030	60,655	1	77	677	42,017	-	-
Gainsborough	282	13,083	-	-	286	13,868	8	855
Gloucester	1,027	48,849	-	-	2,651	105,266	-	-
Goole	1,684	93,080	-	-	1,944	101,296	2	237
Grimsby	237	15,294	-	-	212	18,434	48	9,696
Hartlepool	357	25,437	9	874	5,480	721,204	1	83
Harwich	477	38,761	-	-	260	13,839	-	-
Hull	760	47,302	-	-	1,167	109,755	-	-
Ipswich	1,337	96,783	1	54	926	45,001	-	-
Lancaster	1,645	81,722	-	-	1,476	82,895	-	-
Liverpool	6,038	460,751	54	10,290	6,873	434,020	1	346
Llanelly	1,505	78,548	-	-	2,814	200,585	-	-
Lowestoft	976	79,862	-	-	232	12,484	-	-
Lyme	113	6,934	-	-	46	2,335	-	-
Lynn	1,423	119,845	-	-	466	29,610	7	464
Maldon	1,126	71,520	-	-	1,022	49,682	-	-
Maryport	241	13,137	-	-	2,712	201,667	-	-
Milford	732	27,509	-	-	1,135	39,214	-	-
Newcastle	2,050	158,939	122	20,342	9,860	1,262,076	-	-
Newhaven	236	28,544	-	-	56	5,812	-	-
Newport	1,543	86,130	1	116	6,777	414,002	-	-
Padstow	695	30,020	-	-	223	10,704	-	-
Penzance	740	48,284	-	-	243	15,928	-	-
Plymouth	2,880	210,425	-	-	1,525	84,448	2	419
Poole	603	45,753	-	-	508	24,447	-	-
Portsmouth	1,523	138,334	-	-	855	32,472	-	-
Preston	329	17,076	-	-	529	24,584	-	-
Ramsgate	484	39,285	-	-	120	8,649	-	-
Rochester	2,529	215,011	-	-	940	32,427	-	-
Rye	478	41,424	-	-	134	8,138	-	-
Saint Ives	1,303	105,798	1	96	888	71,327	-	-
Scarborough	272	15,479	-	-	39	2,435	-	-
Scilly	126	5,969	-	-	48	1,418	-	-
Shields	399	42,738	43	9,123	1,070	105,912	-	-
Shoreham	557	60,473	-	-	92	5,974	-	-
Southampton	1,672	165,287	-	-	965	48,678	-	-
Stockton	448	36,929	3	270	1,692	141,894	-	-

SAILING VESSELS—continued.								
ENGLAND—contd.	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Sunderland - - -	1,409	116,236	14	2,134	10,859	1,322,008	1	126
Swansea - - -	4,083	276,114	1	456	7,014	463,112	2	427
Teignmouth - - -	488	41,264	-	-	185	10,884	-	-
Truro - - -	676	50,334	-	-	622	45,903	2	561
Wells - - -	581	30,227	1	50	413	21,436	-	-
Weymouth - - -	317	24,602	-	-	48	2,075	-	-
Whitby - - -	725	29,814	-	-	101	4,955	-	-
Whitehaven - - -	741	26,554	-	-	3,402	227,627	-	-
Wisbeach - - -	555	43,268	-	-	214	11,135	-	-
Woodbridge - - -	586	31,411	-	-	460	21,001	-	-
Workington - - -	93	4,880	-	-	1,247	98,968	-	-
Yarmouth - - -	1,621	132,205	-	-	608	38,049	-	-
London - - -	17,246	2,350,151	7	1,393	7,595	514,651	6	713
TOTAL, ENGLAND -	93,328	7,253,608	262	45,901	106,896	8,170,971	85	14,632
SCOTLAND:								
Aberdeen - - -	1,236	114,031	-	-	592	46,581	14	1,263
Ayr - - -	293	14,309	-	-	1,276	70,892	-	-
Alloa - - -	94	5,109	2	134	354	18,932	1	71
Arbroath - - -	560	33,827	-	-	208	11,824	-	-
Banff - - -	538	30,122	1	51	329	15,197	-	-
Borrowstoness - - -	69	3,125	2	326	611	35,871	-	-
Campbeltown - - -	1,054	37,740	-	-	523	19,600	-	-
Dumfries - - -	945	26,995	-	-	391	13,727	-	-
Dundee - - -	1,674	135,672	3	289	409	30,762	1	92
Glasgow - - -	1,110	99,101	2	880	2,378	151,478	-	-
Grangemouth - - -	326	22,543	2	110	157	9,985	1	216
Greenock - - -	317	26,363	-	-	85	5,561	-	-
Inverness - - -	1,931	94,980	1	71	1,930	91,756	1	71
Irvine - - -	254	15,008	-	-	3,042	201,724	-	-
Kirkaldy - - -	558	26,483	-	-	851	43,723	-	-
Kirkwall - - -	230	13,630	-	-	241	13,929	-	-
Leith - - -	984	59,270	4	300	676	45,084	2	114
Lerwick - - -	103	8,853	-	-	88	7,955	-	-
Montrose - - -	570	41,772	-	-	288	18,868	-	-
Perth - - -	279	16,686	-	-	268	15,862	-	-
Peterhead - - -	529	28,270	-	-	445	20,234	-	-
Port Glasgow - - -	75	4,762	-	-	4	333	-	-
Stornoway - - -	130	5,692	1	92	42	1,797	-	-
Stranraer - - -	290	8,770	-	-	143	4,570	-	-
Wick - - -	648	31,699	5	384	446	20,130	2	167
Wigtown - - -	532	14,957	-	-	360	11,315	-	-
TOTAL, SCOTLAND -	15,329	919,769	23	2,637	16,137	927,690	22	2,024
IRELAND:								
Ballina - - -	67	4,235	-	-	115	8,565	-	-
Belfast - - -	4,197	275,332	1	128	856	46,558	12	2,387
Coleraine - - -	120	6,080	-	-	43	1,218	1	147
Cork - - -	2,007	165,218	-	-	1,494	102,334	15	2,137
Drogheda - - -	550	39,631	-	-	282	18,134	-	-
Dublin - - -	5,003	407,715	-	-	1,922	102,776	40	8,315
Dundalk - - -	547	36,926	-	-	151	9,831	1	89
Galway - - -	88	8,394	-	-	60	5,348	1	787
Limerick - - -	294	27,994	-	-	315	27,898	2	357
Londonderry - - -	540	37,085	2	798	254	13,442	12	2,824
Newry - - -	793	47,495	-	-	278	15,111	-	-
Ross - - -	251	17,272	-	-	30	2,039	-	-
Skibbereen - - -	236	11,245	-	-	191	10,003	-	-
Sligo - - -	168	12,664	-	-	116	8,713	-	-
Strangford - - -	540	24,818	-	-	200	8,360	-	-
Tralee - - -	226	12,160	-	-	190	11,010	1	82
Waterford - - -	1,107	82,949	-	-	731	48,879	4	718
Westport - - -	95	4,880	-	-	110	8,503	2	224
Wexford - - -	638	36,037	-	-	360	19,028	-	-
TOTAL, IRELAND -	17,467	1,253,130	3	926	7,698	467,750	91	18,117
ISLE OF MAN - - -	1,525	53,850	-	-	775	23,042	-	-
CHANNEL ISLANDS -	Nil.	-	-	-	Nil.	-	-	-

STEAM VESSELS.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith	40	4,225	-	-	30	3,141	-	-
Arundel	-	-	-	-	-	-	-	-
Barnstaple	189	17,796	-	-	107	10,729	-	-
Beaumaris	778	221,513	-	-	641	186,033	-	-
Berwick	1	19	-	-	-	-	-	-
Bideford	102	8,259	-	-	102	8,259	-	-
Boston	-	-	-	-	-	-	-	-
Bridgwater	-	-	-	-	-	-	-	-
Bridport	-	-	-	-	-	-	-	-
Bristol	1,227	199,759	-	-	1,586	223,563	-	-
Caernarvon	59	11,563	-	-	15	1,695	-	-
Cardiff	473	42,370	-	-	689	76,850	-	-
Cardigan	-	-	-	-	-	-	-	-
Carlisle	89	11,294	-	-	84	10,877	-	-
Chepstow	-	-	-	-	-	-	-	-
Chester	106	8,577	-	-	64	5,347	-	-
Colchester	-	-	-	-	-	-	-	-
Cowes	20	7,252	-	-	-	-	-	-
Dartmouth	-	-	-	-	-	-	-	-
Deal	-	-	-	-	-	-	-	-
Dover	-	-	-	-	-	-	-	-
Exeter	-	-	-	-	-	-	-	-
Falmouth	166	35,986	-	-	63	6,209	-	-
Faversham	-	-	-	-	-	-	-	-
Fleetwood	642	132,600	-	-	625	129,818	-	-
Folkestone	1	96	-	-	-	-	-	-
Fowey	95	4,940	-	-	17	884	-	-
Gainsborough	-	-	-	-	-	-	-	-
Gloucester	-	-	-	-	-	-	-	-
Goole	5	952	1	191	33	4,815	13	2,483
Grimsby	54	14,848	-	-	6	1,316	-	-
Hartlepool	7	301	-	-	116	44,900	-	-
Harwich	-	-	-	-	-	-	-	-
Hull	553	97,377	-	-	556	98,542	-	-
Ipswich	-	-	-	-	-	-	-	-
Lancaster	260	51,464	-	-	259	51,838	-	-
Liverpool	3,476	983,550	1	561	3,374	939,545	-	-
Llanelly	70	10,103	-	-	65	9,697	-	-
Lowestoft	23	6,573	-	-	-	-	-	-
Lyme	-	-	-	-	-	-	-	-
Lynn	53	5,883	-	-	52	5,772	-	-
Maldon	-	-	-	-	-	-	-	-
Maryport	104	21,840	-	-	104	21,840	-	-
Milford	176	50,690	-	-	64	20,500	-	-
Newcastle	525	112,325	-	-	782	196,713	-	-
Newhaven	-	-	-	-	-	-	-	-
Newport	468	34,298	-	-	269	17,259	-	-
Padstow	53	6,078	-	-	3	303	-	-
Penzance	35	11,041	-	-	-	-	-	-
Plymouth	424	140,966	-	-	478	130,376	-	-
Poole	-	-	-	-	-	-	-	-
Portsmouth	38	13,360	-	-	58	21,866	-	-
Preston	16	2,362	-	-	8	804	-	-
Ramsgate	-	-	-	-	-	-	-	-
Rochester	23	2,877	-	-	5	645	-	-
Rye	-	-	-	-	-	-	-	-
St. Ives	112	20,145	-	-	161	25,456	-	-
Scarborough	-	-	-	-	-	-	-	-
Scilly	-	-	-	-	-	-	-	-
Shields	3	333	-	-	14	1,066	-	-
Shoreham	-	-	-	-	-	-	-	-
Southampton	121	38,343	-	-	90	7,434	-	-
Stockton	59	11,406	-	-	57	11,536	-	-
Sunderland	13	166	-	-	187	62,648	-	-
Swansea	253	31,466	-	-	235	33,047	-	-
Teignmouth	1	19	-	-	1	59	-	-
Truro	7	875	-	-	8	1,000	-	-

STEAM VESSELS—continued.								
ENGLAND—cont ^d .	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Wells - - -	—	—	—	—	—	—	—	—
Weymouth - - -	—	—	—	—	—	—	—	—
Whitby - - -	—	—	—	—	—	—	—	—
Whitehaven - - -	271	60,764	—	—	306	72,751	—	—
Wisbeach - - -	25	4,926	—	—	—	—	—	—
Woodbridge - - -	—	—	—	—	—	—	—	—
Workington - - -	—	—	—	—	—	—	—	—
Yarmouth - - -	192	32,238	16	3,056	192	32,238	16	3,056
London - - -	1,735	571,789	1	217	1,458	460,868	—	—
TOTAL, ENGLAND -	13,143	3,045,612	19	4,025	12,964	2,938,239	29	5,539
SCOTLAND:								
Aberdeen - - -	516	148,973	—	—	504	146,405	—	—
Ayr - - -	286	26,216	—	—	304	28,855	—	—
Alloa - - -	—	—	—	—	—	—	—	—
Arbroath - - -	17	969	—	—	16	912	—	—
Banff - - -	—	—	—	—	—	—	—	—
Borrowstoness - - -	—	—	—	—	—	—	—	—
Campbeltown - - -	672	97,089	—	—	590	80,516	—	—
Dumfries - - -	74	15,535	—	—	88	16,211	—	—
Dundee - - -	103	28,929	—	—	104	29,343	—	—
Glasgow - - -	1,656	385,544	—	—	1,612	384,622	—	—
Grangemouth - - -	111	28,275	—	—	107	27,031	—	—
Greenock - - -	47	13,323	—	—	10	3,334	—	—
Inverness - - -	476	53,906	—	—	471	55,740	—	—
Irvine - - -	130	25,524	—	—	232	35,980	—	—
Kirkaldy - - -	105	7,655	—	—	105	7,605	—	—
Kirkwall - - -	83	13,566	—	—	108	15,348	—	—
Leith - - -	542	173,643	—	—	559	179,908	—	—
Lerwick - - -	27	7,140	—	—	27	7,140	—	—
Montrose - - -	—	—	—	—	—	—	—	—
Perth - - -	18	4,968	—	—	1	256	—	—
Peterhead - - -	22	3,366	—	—	23	3,519	—	—
Port Glasgow - - -	—	—	—	—	6	4,637	—	—
Stornoway - - -	93	19,673	—	—	93	19,673	—	—
Stranraer - - -	237	26,442	—	—	240	26,548	—	—
Wick - - -	172	29,746	—	—	180	30,771	—	—
Wigtown - - -	55	16,502	—	—	78	22,022	—	—
TOTAL, SCOTLAND -	5,442	1,126,984	—	—	5,458	1,126,376	—	—
IRELAND:								
Ballina - - -	2	384	—	—	1	192	—	—
Belfast - - -	1,717	457,059	—	—	1,531	453,105	—	—
Coleraine - - -	121	29,966	—	—	51	11,365	—	—
Cork - - -	314	116,668	—	—	319	118,558	—	—
Drogheda - - -	241	65,551	—	—	352	92,197	—	—
Dublin - - -	1,601	431,787	—	—	1,800	489,586	—	—
Dundalk - - -	179	72,434	—	—	184	74,157	—	—
Galway - - -	—	—	—	—	—	—	—	—
Limerick - - -	80	25,885	—	—	81	25,742	—	—
Londonderry - - -	559	166,956	—	—	556	166,692	—	—
Newry - - -	254	42,115	—	—	250	42,945	—	—
Ross - - -	323	27,552	—	—	328	27,552	—	—
Skibbereen - - -	—	—	—	—	—	—	—	—
Sligo - - -	111	27,950	—	—	107	27,458	—	—
Strangford - - -	—	—	—	—	—	—	—	—
Tralee - - -	—	—	—	—	—	—	—	—
Waterford - - -	262	72,957	—	—	312	90,264	—	—
Westport - - -	25	3,116	—	—	28	3,318	—	—
Wexford - - -	95	19,272	—	—	96	19,215	—	—
TOTAL, IRELAND -	5,889	1,559,652	—	—	5,996	1,642,346	—	—
ISLE OF MAN - - -	259	53,214	—	—	288	60,233	—	—
CHANNEL ISLANDS -	Nil.	—	—	—	Nil.	—	—	—

General Register and Record Office of Seamen,
Adelaide Place, London, 12 May 1857.

J. H. Brown,
Registrar-General.

A RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to the COLONIES, at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1855 and the 31st day of December 1856; further distinguishing British from Foreign Vessels.

ENGLAND:	SAILING VESSELS.							
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Aberystwith	12	2,397	-	-	1	212	-	-
Arundel	2	184	-	-	1	166	-	-
Barnstaple	2	579	-	-	-	-	-	-
Beaumaris	12	4,732	-	-	3	1,106	-	-
Berwick	3	908	-	-	-	-	-	-
Bideford	9	2,679	-	-	2	747	-	-
Boston	2	353	-	-	1	65	-	-
Bridgwater	13	4,776	-	-	4	1,637	-	-
Bridport	23	718	-	-	25	668	-	-
Bristol	138	55,072	29	16,513	78	26,913	1	545
Caernarvon	17	2,700	-	-	12	1,934	-	-
Cardiff	166	34,752	25	10,194	265	64,032	197	84,458
Cardigan	-	-	-	-	-	-	-	-
Carlisle	2	505	-	-	2	592	-	-
Chepstow	1	130	-	-	-	-	-	-
Chester	-	-	-	-	-	-	-	-
Colchester	-	-	-	-	-	-	-	-
Cowes	37	1,815	-	-	27	1,061	-	-
Dartmouth	42	2,382	1	240	50	3,161	-	-
Deal	-	-	-	-	-	-	-	-
Dover	9	688	-	-	-	-	-	-
Exeter	26	2,573	-	-	13	752	-	-
Falmouth	21	3,295	-	-	31	4,203	2	859
Faversham	4	202	-	-	1	49	-	-
Fleetwood	15	8,607	1	415	6	2,717	-	-
Folkestone	4	194	-	-	1	49	-	-
Fowey	26	4,434	2	182	4	2,633	-	-
Gainsborough	-	-	-	-	-	-	-	-
Gloucester	55	25,481	20	11,237	24	7,231	1	375
Goole	2	344	-	-	-	-	-	-
Grimsby	9	3,254	1	190	1	176	-	-
Hartlepool	23	6,243	5	1,217	60	10,411	9	5,795
Harwich	-	-	1	83	5	232	-	-
Hull	63	24,656	26	12,435	56	12,845	3	1,847
Ipswich	2	308	-	-	-	-	-	-
Lancaster	15	4,241	1	269	5	1,947	-	-
Liverpool	885	551,261	102	37,093	1,022	613,800	107	87,100
Llanelly	45	5,544	-	-	38	2,826	-	-
Lowestoft	-	-	-	-	-	-	-	-
Lyme	52	2,053	-	-	50	1,855	-	-
Lynn	2	373	1	278	-	-	-	-
Maldon	2	46	-	-	-	-	-	-
Maryport	12	2,730	-	-	11	2,599	-	-
Milford	20	6,875	1	394	11	5,410	-	-
Newcastle	64	14,714	9	1,567	301	64,008	35	13,413
Newhaven	20	1,178	-	-	16	888	-	-
Newport	64	14,501	6	2,539	106	38,459	45	20,560
Padstow	11	2,475	-	-	4	1,184	-	-
Penzance	8	1,587	-	-	19	1,836	-	-
Plymouth	154	25,134	1	85	172	24,000	3	1,088
Poole	34	2,808	1	85	74	7,725	-	-
Portsmouth	37	10,090	1	490	26	3,236	1	319
Preston	-	-	-	-	-	-	-	-
Ramsgate	1	14	-	-	-	-	-	-
Rochester	17	2,933	-	-	5	1,345	-	-
Rye	1	166	-	-	-	-	-	-
Saint Ives	8	2,124	1	436	2	463	1	460
Scarborough	1	245	-	-	-	-	-	-
Scilly	2	60	-	-	-	-	-	-
Shields	52	11,126	1	88	28	12,655	1	473
Shoreham	9	640	-	-	5	651	-	-
Southampton	79	6,881	-	-	76	5,266	-	-
Stockton	18	4,659	3	918	2	87	2	364
Sunderland	106	27,424	13	4,098	160	48,205	8	2,793
Swansea	137	23,455	68	6,466	173	28,566	36	10,725
Teignmouth	33	2,415	-	-	45	2,430	-	-
Truro	6	3,898	1	336	3	2,069	-	-
Wells	-	-	-	-	-	-	-	-
Weymouth	20	1,413	-	-	15	1,148	-	-
Whitby	2	489	-	-	-	-	-	-
Whitehaven	24	5,582	-	-	19	4,305	-	-
Wisbeach	2	638	1	233	-	-	-	-
Woodbridge	-	-	-	-	-	-	-	-
Workington	8	1,591	-	-	7	1,677	-	-
Yarmouth	1	262	1	251	-	-	-	-
London	1,782	621,612	245	168,877	1,150	582,115	73	56,978
TOTAL, ENGLAND	4,503	1,558,198	568	327,209	4,218	1,604,397	525	288,652

		SAILING VESSELS—continued.							
		INWARDS.				OUTWARDS.			
		BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
		Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
SCOTLAND:									
Aberdeen	-	23	7,020	-	-	18	7,523	-	-
Ayr	-	7	1,371	-	-	1	252	-	-
Alloa	-	-	-	-	-	6	2,352	1	150
Arbroath	-	2	470	-	-	-	-	-	-
Banff	-	2	308	-	-	-	-	-	-
Borrowstoness	-	-	-	-	-	2	351	-	-
Campbeltown	-	-	-	-	-	-	-	-	-
Dumfries	-	12	2,753	-	-	7	1,530	-	-
Dundee	-	15	4,195	-	-	17	7,508	-	-
Glasgow	-	93	26,412	3	1,817	236	98,024	5	1,127
Grangemouth	-	8	3,500	-	-	9	3,616	-	-
Greenock	-	200	97,167	-	-	113	58,233	-	-
Inverness	-	3	770	-	-	4	1,776	-	-
Irvine	-	19	8,127	1	529	62	25,374	2	783
Kirkaldy	-	-	-	-	-	1	95	-	-
Kirkwall	-	-	-	-	-	-	-	-	-
Leith	-	21	8,919	1	132	27	13,255	2	282
Lerwick	-	1	269	-	-	-	-	-	-
Montrose	-	7	1,897	-	-	7	2,422	-	-
Perth	-	3	459	-	-	-	-	-	-
Peterhead	-	2	503	-	-	-	-	-	-
Port Glasgow	-	29	24,448	-	-	25	21,864	1	191
Stornoway	-	1	1,175	-	-	-	-	-	-
Stranraer	-	2	930	-	-	-	-	-	-
Wick	-	7	339	-	-	1	155	-	-
Wigtown	-	1	262	-	-	-	-	-	-
TOTAL, SCOTLAND		458	191,294	5	2,478	536	244,330	11	2,533
IRELAND:									
Ballina	-	2	312	-	-	-	-	-	-
Belfast	-	60	19,572	10	3,934	24	7,583	6	1,520
Coleraine	-	3	852	-	-	2	514	-	-
Cork	-	85	19,217	2	655	49	11,873	4	1,342
Drogheda	-	6	906	-	-	-	-	-	-
Dublin	-	79	29,624	7	2,145	31	12,582	2	571
Dundalk	-	12	2,187	2	448	-	-	-	-
Galway	-	7	1,648	1	264	7	1,805	-	-
Limerick	-	28	10,797	5	1,520	19	7,689	2	608
Londonderry	-	14	6,567	1	347	9	4,029	2	750
Newry	-	14	6,233	2	1,073	5	2,401	-	-
Ross	-	5	2,027	-	-	7	2,040	-	-
Skibbereen	-	3	891	-	-	2	605	-	-
Sligo	-	10	2,022	-	-	-	-	-	-
Strangford	-	2	552	-	-	1	195	-	-
Tralee	-	5	1,344	-	-	4	1,597	1	283
Waterford	-	35	8,278	-	-	48	7,454	-	-
Westport	-	2	553	-	-	1	337	-	-
Wexford	-	5	891	-	-	-	-	-	-
TOTAL, IRELAND		377	114,473	30	10,386	209	60,604	17	5,074
ISLE OF MAN		1	161	-	-	1	161	-	-
CHANNEL ISLANDS		28	4,231	-	-	49	7,118	-	-
STEAM VESSELS.									
Cardiff	-	1	320	-	-	2	1,034	-	-
Hull	-	-	-	2	657	-	-	-	-
Liverpool	-	18	18,167	-	-	27	29,734	-	-
Newcastle	-	-	-	-	-	1	16	-	-
Newhaven	-	32	3,416	-	-	31	3,348	-	-
Newport	-	1	602	-	-	-	-	-	-
Plymouth	-	35	3,255	-	-	36	3,348	-	-
Southampton	-	267	59,556	-	-	278	68,478	-	-
Weymouth	-	1	60	-	-	-	-	-	-
London	-	34	6,946	-	-	38	11,060	-	-
Aberdeen	-	-	-	-	-	1	320	-	-
Glasgow	-	4	636	-	-	14	2,646	-	-
Greenock	-	-	-	-	-	3	2,925	-	-
Cork	-	-	-	-	-	1	998	-	-
TOTAL		393	92,958	2	657	432	123,907	-	-
ISLE OF MAN		Nil.	-	-	-	-	-	-	-
CHANNEL ISLANDS		Nil.	-	-	-	-	-	-	-

General Register and Record Office of Seamen, }
Adelaide Place, London, 12 May 1857. }

J. H. Brown,
Registrar-General.

RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to FOREIGN PORTS, at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, and British from Foreign Vessels, between the 31st day of December 1855 and the 31st day of December 1856.

SAILING VESSELS.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith - - -	4	314	- -	- -	2	192	- -	- -
Arundel - - -	5	729	11	1,394	1	170	4	704
Barnstaple - - -	3	376	- -	- -	1	72	- -	- -
Beaumaris - - -	- -	- -	2	519	10	1,557	1	108
Berwick - - -	20	3,783	37	4,325	- -	- -	9	1,011
Bideford - - -	4	364	- -	- -	- -	- -	- -	- -
Boston - - -	25	3,337	35	4,952	25	1,863	9	957
Bridgwater - - -	7	944	13	1,615	7	383	7	858
Bridport - - -	15	1,826	10	1,610	2	310	10	1,610
Bristol - - -	306	53,581	186	44,794	125	29,548	80	28,361
Caernarvon - - -	14	1,412	1	589	91	8,276	1	80
Cardiff - - -	320	61,069	1,338	248,994	881	168,161	1,705	347,197
Cardigan - - -	1	260	- -	- -	- -	- -	- -	- -
Carlisle - - -	- -	- -	- -	- -	- -	- -	- -	- -
Chepstow - - -	8	1,433	1	224	5	1,410	1	277
Chester - - -	1	99	3	491	1	55	2	340
Colchester - - -	26	1,268	5	628	24	1,233	3	458
Cowes - - -	45	1,839	4	713	51	2,337	5	601
Dartmouth - - -	42	2,264	4	628	62	5,538	2	410
Deal - - -	- -	- -	- -	- -	- -	- -	- -	- -
Dover - - -	61	5,885	13	2,199	18	338	1	219
Exeter - - -	45	3,669	20	2,993	4	284	14	2,405
Falmouth - - -	43	3,593	25	3,899	33	3,635	9	1,591
Faversham - - -	26	901	2	232	29	966	- -	- -
Fleetwood - - -	- -	- -	1	130	1	477	2	542
Folkestone - - -	1	119	1	93	- -	- -	- -	- -
Fowey - - -	120	9,116	64	7,125	126	9,431	78	8,480
Gainsborough - - -	15	1,831	35	3,474	1	100	5	387
Gloucester - - -	104	20,286	104	24,242	18	3,558	55	11,879
Goole - - -	86	6,898	15	1,136	21	1,545	8	462
Grimsby - - -	148	26,503	173	31,221	98	14,329	95	16,081
Hartlepool - - -	784	134,307	935	104,408	975	186,325	1,421	174,090
Harwich - - -	95	8,121	38	2,365	2	70	137	7,394
Hull - - -	721	127,376	1,215	177,014	313	55,641	957	141,076
Ipswich - - -	71	7,635	57	6,480	61	4,972	20	2,227
Lancaster - - -	2	214	9	1,445	6	1,464	7	1,109
Liverpool - - -	1,502	533,349	1,458	1,009,118	1,544	472,846	1,655	1,076,796
Llanelly - - -	165	22,566	206	13,097	92	6,803	207	12,794
Lowestoft - - -	44	6,272	40	6,251	1	53	31	5,587
Lyme - - -	10	416	1	40	3	563	1	81
Lynn - - -	80	9,790	101	8,326	18	1,330	14	1,798
Maldon - - -	31	1,285	12	1,169	43	1,259	2	402
Maryport - - -	2	335	- -	- -	4	776	- -	- -
Milford - - -	21	2,678	8	3,051	3	427	6	2,072
Newcastle - - -	1,589	259,317	2,227	334,022	3,339	673,363	3,358	544,326
Newhaven - - -	47	3,648	4	479	4	321	3	439
Newport - - -	135	20,069	326	76,265	486	78,665	412	104,775
Padstow - - -	15	1,728	1	244	2	84	- -	- -
Penzance - - -	20	2,427	31	4,997	26	2,466	26	4,198
Plymouth - - -	193	19,313	84	20,445	87	10,340	38	9,690
Poole - - -	159	13,950	24	2,898	33	2,908	17	2,103
Portsmouth - - -	33	4,798	69	9,531	11	4,379	55	7,541
Preston - - -	1	72	1	92	- -	- -	- -	- -

SAILING VESSELS—continued.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND—continued.								
Ramsgate - - -	24	1,610	4	898	14	685	—	—
Rochester - - -	55	5,836	38	5,323	66	3,455	28	4,818
Rye - - -	21	1,063	10	733	8	333	1	204
Saint Ives - - -	9	1,041	30	5,386	3	545	22	4,082
Scarborough - - -	24	3,482	9	444	1	71	2	56
Scilly - - -	4	685	—	—	2	166	—	—
Shields - - -	841	174,809	361	32,918	488	81,231	374	31,958
Shoreham - - -	35	2,698	205	8,342	24	960	202	7,673
Southampton - - -	59	8,577	163	16,129	19	1,814	165	17,838
Stockton - - -	359	47,679	370	36,013	460	67,065	517	52,491
Sunderland - - -	1,254	212,324	1,050	114,273	1,727	326,181	1,243	162,925
Swansea - - -	485	92,720	479	49,425	655	104,369	601	61,503
Teignmouth - - -	46	3,248	9	1,108	22	1,586	3	445
Truro - - -	30	4,188	45	11,641	11	1,664	42	10,621
Wells - - -	34	2,714	22	1,208	6	574	1	90
Weymouth - - -	39	3,474	9	997	3	693	7	887
Whitby - - -	81	7,734	6	474	1	309	—	—
Whitehaven - - -	3	355	2	309	7	708	—	—
Wisbeach - - -	57	11,089	40	8,547	18	1,363	25	5,952
Woodbridge - - -	5	426	6	656	4	307	7	708
Workington - - -	1	103	—	—	1	113	—	—
Yarmouth - - -	160	16,335	67	8,251	98	8,550	39	4,523
London - - -	2,770	564,214	3,078	662,151	1,503	264,168	2,783	632,067
TOTAL, ENGLAND -	13,611	2,559,769	14,953	3,135,183	13,831	2,627,733	16,535	3,522,357
SCOTLAND:								
Aberdeen - - -	80	13,807	100	10,072	43	8,127	6	1,023
Ayr - - -	5	652	2	325	10	1,060	1	187
Alloa - - -	19	2,520	116	9,328	100	9,573	395	37,487
Arbroath - - -	33	4,488	36	3,340	14	2,021	4	395
Banff - - -	27	1,853	35	2,850	58	3,845	17	1,411
Borrowstoness - - -	46	4,494	152	18,276	285	33,828	645	69,851
Campbeltown - - -	1	118	—	—	2	136	—	—
Dumfries - - -	1	193	1	162	—	—	—	—
Dundee - - -	214	37,655	312	40,235	156	29,674	206	26,887
Glasgow - - -	265	59,577	108	38,641	491	77,438	134	46,814
Grangemouth - - -	87	9,360	250	31,328	162	17,606	357	44,333
Greenock - - -	61	19,831	21	5,470	26	8,239	5	2,478
Inverness - - -	19	5,120	16	1,503	26	1,980	17	1,407
Irvine - - -	1	74	4	388	221	44,559	56	13,062
Kirkaldy - - -	70	11,282	123	10,176	77	10,496	272	21,935
Kirkwall - - -	3	138	5	794	1	48	3	214
Leith - - -	222	32,631	847	85,454	84	13,074	197	21,586
Lerwick - - -	16	1,038	12	752	25	1,468	11	792
Montrose - - -	35	5,691	84	12,230	40	7,776	80	11,962
Perth - - -	14	1,537	29	2,504	2	187	2	332
Peterhead - - -	52	10,750	36	2,326	100	14,112	31	2,039
Port Glasgow - - -	7	1,972	3	433	10	7,355	1	144
Stornoway - - -	9	591	5	398	45	1,913	4	292
Stranraer - - -	—	—	—	—	—	—	—	—
Wick - - -	20	1,148	113	6,640	93	6,983	129	8,477
Wigtown - - -	—	—	—	—	—	—	—	—
TOTAL, SCOTLAND -	1,307	226,520	2,410	283,625	2,071	301,498	2,573	313,108
IRELAND:								
Ballina - - -	—	—	—	—	—	—	—	—
Belfast - - -	108	21,146	73	15,515	28	6,040	28	7,664
Coleraine - - -	4	645	2	425	—	—	1	278
Cork - - -	186	38,908	153	33,774	45	5,195	40	6,526
Drogheda - - -	5	714	2	321	—	—	—	—
Dublin - - -	138	19,389	92	20,430	43	11,238	30	8,706
Dundalk - - -	11	2,303	4	447	—	—	—	—
Galway - - -	10	2,279	8	2,401	2	845	2	561
Limerick - - -	44	10,384	37	8,992	7	1,933	9	2,386
Londonderry - - -	47	12,939	43	11,127	16	6,489	4	1,479
Newry - - -	7	1,106	8	1,429	2	1,575	2	387
Ross - - -	10	2,425	13	2,978	—	—	6	1,483

SAILING VESSELS— <i>continued.</i>								
INWARDS.					OUTWARDS.			
BRITISH.		FOREIGN.		BRITISH.		FOREIGN.		
Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	
<i>IRELAND—continued.</i>								
Skibbereen - - -	3	469	2	302	—	—	—	—
Sligo - - -	9	2,562	3	388	—	—	—	—
Strangford - - -	-	-	1	143	—	—	—	—
Tralee - - -	16	2,408	6	1,276	1	863	5	2,772
Waterford - - -	48	10,751	57	12,589	9	2,409	8	2,002
Westport - - -	3	678	3	336	—	—	—	—
Wexford - - -	3	424	-	-	1	219	—	—
TOTAL, IRELAND -	652	129,530	507	112,873	154	36,806	135	34,244
ISLE OF MAN - -	7	873	26	3,037	6	623	28	2,928
CHANNEL ISLANDS -	820	45,346	93	8,559	745	28,354	65	5,241
STEAM VESSELS.								
Bristol - - -	1	150	22	3,696	1	150	21	3,528
Caernarvon - - -	-	-	-	-	1	92	—	—
Cardiff - - -	55	22,476	5	3,315	60	24,021	5	2,760
Dartmouth - - -	-	-	-	-	2	155	—	—
Dover - - -	21	2,679	-	-	1	115	4	548
Falmouth - - -	1	234	—	—	—	—	—	—
Folkstone - - -	592	86,905	-	-	582	86,330	—	—
Goole - - -	47	7,665	1	191	48	7,812	2	546
Grimsby - - -	116	33,847	1	318	126	40,312	4	1,272
Hartlepool - - -	113	39,958	1	1,815	108	38,101	2	1,612
Harwich - - -	4	987	-	-	6	1,217	—	—
Hull - - -	761	237,309	309	86,941	789	241,792	314	87,647
Liverpool - - -	385	241,990	55	46,877	413	279,487	55	49,688
Llanelly - - -	-	-	-	-	3	375	—	—
Lowestoft - - -	38	20,069	1	285	41	20,635	1	285
Lynn - - -	1	124	—	—	—	—	—	—
Newcastle - - -	103	33,452	-	-	112	36,787	7	554
Newhaven - - -	328	53,422	-	-	323	52,435	—	—
Newport - - -	2	1,200	-	-	5	2,828	—	—
Plymouth - - -	2	673	-	-	3	1,119	—	—
Portsmouth - - -	5	1,344	-	-	2	130	—	—
Ramsgate - - -	1	12	—	—	—	—	—	—
Shields - - -	1	428	-	-	7	736	—	—
Shoreham - - -	1	166	—	—	—	—	—	—
Southampton - -	277	126,130	33	22,575	308	163,895	33	27,613
Stockton - - -	8	2,144	-	-	13	3,770	—	—
Sunderland - - -	24	9,560	14	5,093	38	14,694	18	6,560
Swansea - - -	2	370	-	-	2	579	—	—
Truro - - -	3	375	—	—	—	—	—	—
Wisbeach - - -	-	-	-	-	1	446	—	—
Yarmouth - - -	1	407	—	—	—	—	—	—
London - - -	1,578	506,651	435	114,832	1,400	450,557	436	119,625
Borrowstoness - -	-	-	-	-	-	-	1	235
Dundee - - -	2	750	-	-	1	378	1	57
Glasgow - - -	31	19,182	5	913	54	24,834	16	4,170
Grangemouth - - -	63	17,033	10	2,394	62	17,097	13	3,058
Greenock - - -	4	5,030	-	-	8	3,242	9	4,055
Leith - - -	146	42,575	4	763	140	39,752	3	474
Port Glasgow - - -	-	-	-	-	1	31	3	604
Belfast - - -	1	225	—	—	—	—	—	—
Cork - - -	2	479	—	—	—	—	—	—
Dublin - - -	8	1,972	-	-	3	1,877	—	—
TOTAL - - -	4,728	1,517,973	896	290,008	4,664	1,555,781	948	314,891
ISLE OF MAN - - -	Nil.	—	—	—	—	—	—	—
CHANNEL ISLANDS -	88	7,118	39	3,081	85	7,034	39	3,081

AGGREGATE RETURN of the NUMBER and TONNAGE of VESSELS entered and cleared at each of the PORTS of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1856, distinguishing British from Foreign Vessels.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith - - -	670	28,861	- -	- -	360	16,398	- -	- -
Arundel - - -	342	28,624	11	1,394	234	13,274	4	704
Barnstaple - - -	1,108	51,804	- -	- -	411	20,967	- -	- -
Beaumaris - - -	2,297	298,843	2	519	1,027	205,591	1	108
Berwick - - -	399	24,004	37	4,325	221	11,958	9	1,011
Bideford - - -	863	40,920	- -	- -	321	16,793	- -	- -
Boston - - -	740	36,197	35	4,952	292	14,776	10	1,130
Bridgwater - - -	2,883	130,846	14	1,635	1,366	58,951	7	858
Bridport - - -	241	17,359	10	1,610	105	4,593	10	1,610
Bristol - - -	5,574	482,486	237	65,003	4,272	379,702	102	32,434
Caernarvon - - -	1,413	69,083	1	589	442	22,625	1	80
Cardiff - - -	2,503	231,815	1,371	263,109	7,225	703,435	1,908	434,679
Cardigan - - -	519	13,458	- -	- -	44	1,474	- -	- -
Carlisle - - -	149	15,149	- -	- -	375	24,678	- -	- -
Chepstow - - -	609	19,578	1	224	296	15,221	1	277
Chester - - -	1,491	75,164	3	491	1,769	80,932	3	483
Colchester - - -	654	48,985	5	628	327	15,788	3	458
Cowes - - -	1,450	61,335	4	713	514	13,154	5	601
Dartmouth - - -	752	39,101	5	868	389	18,616	2	410
Deal - - -	72	5,335	- -	- -	- -	- -	- -	- -
Dover - - -	481	43,967	13	2,199	121	5,008	5	767
Exeter - - -	618	61,182	20	2,993	202	10,546	14	2,405
Falmouth - - -	915	82,071	25	3,899	326	22,933	13	2,584
Faversham - - -	1,645	115,863	2	232	1,387	48,305	- -	- -
Fleetwood - - -	1,175	174,979	2	545	1,126	163,813	2	542
Folkestone - - -	933	122,548	1	93	584	86,417	- -	- -
Fowey - - -	1,271	79,145	67	7,384	824	54,965	78	8,480
Gainsborough - - -	297	14,914	35	3,474	287	13,968	13	1,242
Gloucester - - -	1,186	94,616	124	35,479	2,693	116,105	56	12,254
Goole - - -	1,824	108,939	17	1,518	2,046	115,468	25	3,728
Grimsby - - -	563	93,746	175	31,729	443	74,567	147	27,049
Hartlepool - - -	1,284	206,246	950	108,314	6,739	1,000,941	1,433	181,580
Harwich - - -	576	47,869	39	2,448	273	15,358	137	7,394
Hull - - -	2,358	534,020	1,552	277,047	2,881	518,575	1,274	230,570
Ipswich - - -	1,410	104,726	58	6,534	987	49,973	20	2,227
Lancaster - - -	1,922	137,641	10	1,714	1,746	138,144	7	1,109
Liverpool - - -	12,304	2,789,088	1,670	1,153,939	13,253	2,769,432	1,818	1,213,930
Llanelly - - -	1,785	116,766	206	13,097	3,012	220,286	207	12,794
Lowestoft - - -	1,081	112,776	41	6,536	274	33,172	32	5,872
Lyme - - -	175	9,403	1	40	99	4,753	1	81
Lynn - - -	1,559	136,015	102	8,604	536	36,721	21	2,262
Maldon - - -	1,159	72,851	12	1,169	1,065	50,941	2	402
Maryport - - -	359	38,042	- -	- -	2,831	226,882	- -	- -
Milford - - -	949	87,752	9	3,445	1,213	65,551	6	2,072
Newcastle - - -	4,331	578,747	2,358	355,931	14,395	2,232,963	3,400	558,293
Newhaven - - -	663	90,208	4	479	430	62,804	3	439
Newport - - -	2,213	156,800	333	78,920	7,643	551,213	457	125,335
Padstow - - -	774	40,301	1	244	232	12,275	- -	- -
Penzance - - -	803	63,339	31	4,997	288	20,230	26	4,198
Plymouth - - -	3,688	399,766	85	20,530	2,301	253,631	43	11,197
Poole - - -	796	62,511	25	2,983	615	35,080	17	2,103
Portsmouth - - -	1,686	167,926	70	10,021	952	62,083	56	8,360
Preston - - -	346	19,510	1	92	537	25,388	- -	- -
Ramsgate - - -	510	40,921	4	898	134	9,334	- -	- -
Rochester - - -	2,624	226,657	38	5,323	1,016	37,872	28	4,818
Rye - - -	500	42,653	10	733	142	8,471	1	204
Saint Ives - - -	1,432	129,108	32	5,918	1,054	97,791	23	4,542
Scarborough - - -	297	19,206	9	444	40	2,506	2	56
Scilly - - -	132	6,714	- -	- -	50	1,584	- -	- -
Shields - - -	1,276	229,434	405	42,129	1,607	201,600	375	32,431
Shorcham - - -	602	63,977	205	8,342	121	7,585	202	7,673
Southampton - - -	2,475	404,774	196	38,704	1,736	295,565	198	45,451
Stockton - - -	892	102,817	376	37,201	2,224	224,352	519	52,855
Sunderland - - -	2,806	365,710	1,091	125,598	12,971	1,773,736	1,270	172,404
Swansea - - -	4,960	424,125	548	56,347	8,079	629,673	639	72,655
Teignmouth - - -	568	46,946	9	1,108	253	14,959	3	445
Truro - - -	722	59,670	46	11,977	644	50,636	44	11,182

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND—cont^d.								
Wells - - -	615	32,941	23	1,258	419	22,010	1	90
Weymouth - -	377	29,549	9	997	66	3,916	7	887
Whitby - - -	808	38,037	6	474	102	5,264	—	—
Whitehaven -	1,039	93,255	2	309	3,734	305,391	—	—
Wisbeach - -	639	59,921	41	8,780	233	12,944	25	5,952
Woodbridge -	591	31,837	6	656	464	21,308	7	708
Workington -	102	6,574	—	—	1,255	100,758	—	—
Yarmouth - -	1,975	181,447	84	11,558	898	78,837	55	7,579
London - - -	25,145	4,621,363	3,766	947,470	13,144	2,283,419	3,298	809,383
TOTAL, ENGLAND -	129,445	15,940,236	16,681	3,798,913	142,717	16,926,928	18,076	4,133,418
SCOTLAND:								
Aberdeen - -	1,855	283,831	100	10,072	1,158	208,956	20	2,286
Ayr - - -	591	42,548	2	325	1,591	101,059	1	187
Alloa - - -	113	7,629	118	9,462	460	30,857	397	37,708
Arbroath - -	612	39,754	36	3,340	238	14,757	4	395
Banff - - -	567	32,283	36	2,901	387	19,042	17	1,411
Borrowstoness	115	7,619	154	18,602	898	70,050	646	70,086
Campbeltown -	1,727	134,947	—	—	1,115	100,252	—	—
Dumfries - -	1,032	45,476	1	162	486	31,468	—	—
Dundee - - -	2,008	207,201	315	40,524	687	97,665	208	27,036
Glasgow - - -	3,159	590,452	118	42,251	4,785	739,042	155	52,111
Grangemouth -	595	80,711	262	33,832	497	75,335	371	47,607
Greenock - -	629	161,714	21	5,470	245	81,534	14	6,533
Inverness - -	2,429	154,776	17	1,574	2,431	151,252	18	1,478
Irvine - - -	404	48,733	5	917	3,557	307,637	58	13,845
Kirkaldy - -	733	45,420	123	10,176	1,034	61,919	272	21,935
Kirkwall - -	316	27,334	5	794	350	29,325	3	214
Leith - - -	1,915	317,038	856	86,649	1,486	291,073	204	22,486
Lerwick - - -	147	17,300	12	752	140	16,563	11	792
Montrose - -	612	49,360	84	12,230	335	29,066	80	11,962
Perth - - -	314	23,650	29	2,504	271	16,305	2	332
Peterhead - -	605	42,889	36	2,326	568	37,865	31	2,039
Port Glasgow -	111	31,182	3	433	46	34,220	5	939
Stornoway - -	233	27,131	6	490	180	23,383	4	292
Stranraer - -	529	36,142	—	—	383	31,118	—	—
Wick - - -	847	62,932	118	7,024	720	58,039	131	8,644
Wigtown - - -	588	31,721	—	—	438	33,337	—	—
TOTAL, SCOTLAND -	22,786	2,549,773	2,457	292,810	24,486	2,691,119	2,652	330,318
IRELAND:								
Ballina - - -	71	4,931	—	—	116	8,757	—	—
Belfast - - -	6,083	773,334	84	19,577	2,439	513,286	46	11,571
Coleraine - -	248	37,543	2	425	96	13,097	2	425
Cork - - -	2,594	340,490	155	34,429	1,908	238,958	59	10,055
Drogheda - -	802	106,802	2	321	634	110,331	—	—
Dublin - - -	6,829	890,487	99	22,575	3,799	618,059	72	17,592
Dundalk - - -	749	113,850	6	895	335	83,988	1	89
Galway - - -	105	12,321	9	2,665	69	7,998	3	1,348
Limerick - -	446	75,060	42	10,512	422	63,162	13	3,351
Londonderry -	1,160	223,547	46	12,272	835	190,652	18	5,053
Newry - - -	1,068	96,949	10	2,502	535	62,032	2	387
Ross - - -	594	49,276	13	2,978	365	31,631	6	1,483
Skibbereen -	242	12,605	2	302	193	10,608	—	—
Sligo - - -	298	45,198	3	388	223	36,171	—	—
Strangford - -	542	25,370	1	143	201	8,555	—	—
Tralee - - -	247	15,912	6	1,276	195	13,470	7	3,137
Waterford - -	1,452	174,935	57	12,589	1,100	149,006	12	2,720
Westport - -	125	9,227	3	336	139	12,158	2	224
Wexford - - -	741	56,624	—	—	457	38,462	—	—
TOTAL, IRELAND -	24,396	3,064,461	540	124,185	14,061	2,210,381	243	57,435
ISLE OF MAN - -	1,792	108,098	26	3,037	1,070	84,059	28	2,958
CHANNEL ISLANDS -	4,081	334,637	133	11,676	4,268	353,165	137	11,988

A RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the PORTS of the COLONIES of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1856 :—A similar RETURN of STEAM VESSELS and their TONNAGE.

	SAILING VESSELS.				STEAM VESSELS.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
AFRICA :								
Sierra Leone - - -	15	347	14	1,392	—	—	—	—
Bathurst - - -	58	968	14	1,093	—	—	—	—
Cape of Good Hope -	13	376	44	7,062	—	—	—	—
Mauritius - - -	62	1,929	44	5,979	- -	- -	1	89
AUSTRALIA :								
Sydney - - -	184	4,753	249	42,796	12	376	36	7,824
Melbourne - - -	143	3,853	315	51,713	11	329	12	1,120
Hobart Town - - -	76	2,065	111	20,039	- -	- -	2	360
Launceston - - -	25	660	21	2,642	1	18	4	734
Adelaide - - -	30	649	41	6,188	- -	- -	2	252
New Zealand - - -	150	3,186	29	4,492	—	—	—	—
AMERICA (BRITISH NORTHERN COLONIES) :								
Newfoundland - - -	540	15,612	560	57,635	1	39	—	—
Canada - - -	279	9,285	528	84,672	32	1,105	95	15,020
New Brunswick - -	429	14,704	429	148,396	13	352	9	1,208
Nova Scotia and Cape Breton.	1,723	48,115	1,371	173,593	4	144	2	334
Prince Edward Island	227	6,830	162	25,588	- -	- -	1	77
BRITISH WEST INDIES :								
Antigua - - -	62	998	7	776	—	—	—	—
Barbadoes - - -	11	327	9	706	—	—	—	—
Dominica - - -	9	165	2	131	—	—	—	—
Grenada - - -	29	280	—	—	—	—	—	—
Jamaica - - -	74	1,769	9	775	—	—	—	—
Montserrat - - -	-	-	1	59	—	—	—	—
Nevis - - -	10	107	—	—	—	—	—	—
St. Christopher - -	16	282	1	118	—	—	—	—
St. Lucia - - -	12	327	1	264	—	—	—	—
St. Vincent - - -	32	504	7	660	—	—	—	—
Tobago - - -	8	228	1	97	—	—	—	—
Tortola - - -	23	172	2	181	—	—	—	—
Trinidad - - -	48	772	4	323	—	—	—	—
Bahamas - - -	154	3,419	46	3,969	—	—	—	—
Bermuda - - -	16	455	29	3,096	—	—	—	—
Demerara - - -	36	987	11	978	—	—	—	—
Berbice - - -	17	300	2	133	—	—	—	—

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857.

J. H. Brown, Registrar-General.

A RETURN of the NUMBER of VESSELS, with their TONNAGE (distinguishing Steam from Sailing Vessels), that were Built and Registered in the United Kingdom, distinguishing Timber from Iron Vessels, in the Year 1856.

	TIMBER.		IRON.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Sailing Vessels - - - - -	888	175,359	33	11,646
Steam Vessels - - - - -	54	2,753	175	54,820
TOTAL - - -	942	178,112	208	66,466

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857. }

J. H. Brown, Registrar-General.

A RETURN of VESSELS Sold and Transferred in the United Kingdom, in the Year 1856, distinguishing Steam from Sailing Vessels.

	VESSELS.	TONNAGE.
Sailing Vessels - - - - -	1,667	383,071
Steam Vessels - - - - -	168	31,752
TOTAL - - -	1,835	414,823

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857. }

J. H. Brown, Registrar-General.

A RETURN of VESSELS Wrecked in the Year 1856, belonging to the United Kingdom.

	VESSELS.	TONNAGE.
Sailing Vessels - - - - -	719	186,785
Steam Vessels - - - - -	35	8,940
TOTAL - - -	754	195,725

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857. }

J. H. Brown, Registrar-General.

A RETURN of VESSELS broken up in the Year 1856, belonging to the United Kingdom.

	VESSELS.	TONNAGE.
Sailing Vessels - - - - -	91	7,878
Steam Vessels - - - - -	19	1,621
TOTAL - - -	110	9,499

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857. }

J. H. Brown, Registrar-General.

A RETURN of the NUMBER of COLONIAL-BUILT VESSELS, and their Tonnage, Registered at each of the Ports of the United Kingdom, in the Year 1856; distinguishing the Number and Tonnage of each Colony respectively.

	CANADA.		NEW BRUNSWICK.		NOVA SCOTIA AND CAPE BRETON.		PRINCE EDWARD ISLAND.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
London - - -	- -	- -	3	1,605	2	74	—	—
Bristol - - -	- -	- -	1	963	—	—	—	—
Hull - - -	1	406	—	—	—	—	—	—
Liverpool - - -	- -	- -	3	4,133	—	—	—	—
Newcastle - - -	- -	- -	- -	- -	1	844	—	—
Plymouth - - -	- -	- -	- -	- -	- -	- -	7	1,196
Leith - - -	1	245	—	—	—	—	—	—
Belfast - - -	- -	- -	1	968	—	—	—	—
Dublin - - -	- -	- -	1	59	—	—	—	—
Waterford - - -	- -	- -	1	113	—	—	—	—
Wexford - - -	- -	- -	4	592	—	—	—	—
TOTAL - - -	2	651	14	8,433	3	918	7	1,196

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857.

J. H. Brown, Registrar-General.

A RETURN of the NUMBER of FOREIGN-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1856.

	VESSELS.	TONNAGE.		VESSELS.	TONNAGE.
London - - -	10	3,402	Portsmouth - - -	1	146
Beaumaris - - -	1	69	Ramsgate - - -	1	149
Bristol - - -	1	214	Rochester - - -	2	106
Cardiff - - -	1	707	St. Ives - - -	2	163
Carnarvon - - -	1	33	Shields - - -	1	146
Dartmouth - - -	1	228	Sunderland - - -	3	330
Falmouth - - -	1	377	Yarmouth - - -	1	94
Faversham - - -	1	88	Aberdeen - - -	1	276
Folkestone - - -	1	224	Dundee - - -	1	49
Grimsby - - -	2	535	Greenock - - -	1	193
Hartlepool - - -	4	480	Kirkaldy - - -	1	367
Hull - - -	2	419	Leith - - -	1	395
Ipswich - - -	1	154	Stranraer - - -	1	65
Liverpool - - -	3	1,269	Wick - - -	1	34
Lowestoft - - -	1	72	Dublin - - -	1	77
Lynn - - -	1	45	Sligo - - -	1	18
Milford - - -	1	73	Wexford - - -	1	82
Newcastle - - -	2	211			
Plymouth - - -	1	360	TOTAL - - -	57	11,650

General Register and Record Office of Seamen,
Adelaide-place, London, 12 May 1857.

J. H. Brown, Registrar-General.

A RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1856.

		INWARDS.				OUTWARDS.			
		BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
		Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia	- - - - Steam	166	69,461	5	901	229	108,065	11	2,109
	- - - - Sailing	1,473	320,849	1,679	291,295	1,090	250,005	855	138,204
Sweden	- - - - Steam	51	18,854	21	7,459	42	14,505	24	7,983
	- - - - Sailing	286	44,666	985	202,043	244	41,948	764	136,117
Norway	- - - - Steam	18	5,743	15	7,343	27	9,623	19	8,077
	- - - - Sailing	52	4,768	1,549	273,559	52	8,489	1,823	329,747
Denmark	- - - - Steam	189	75,916	4	1,173	115	49,121	3	180
	- - - - Sailing	165	19,859	1,672	137,615	661	102,552	3,968	453,663
Prussia	- - - - Steam	44	15,959	15	3,538	47	16,605	21	4,604
	- - - - Sailing	730	116,105	1,464	272,852	821	134,240	1,359	277,119
Germany	- - - - Steam	692	238,829	282	92,768	711	247,762	275	82,400
	- - - - Sailing	1,624	303,137	1,893	208,045	1,531	281,589	1,920	193,119
Heligoland	- - - - Steam	-	-	2	657	1	1,130	-	-
	- - - - Sailing	863	259,565	309	74,831	752	214,739	308	73,008
Holland	- - - - Steam	1,506	213,022	1,133	151,945	1,479	193,726	556	48,502
	- - - - Sailing	312	95,345	130	39,757	315	96,011	132	41,917
Belgium	- - - - Steam	635	77,249	499	95,636	524	47,196	145	21,202
	- - - - Sailing	324	50,758	-	-	323	50,508	-	-
Channel Islands	- - - - Steam	1,533	124,068	93	8,299	1,114	73,077	1	36
	- - - - Sailing	1,925	394,039	50	9,192	1,910	391,041	66	18,005
France	- - - - Steam	4,270	526,536	4,390	509,799	4,651	570,084	3,763	324,795
	- - - - Sailing	99	28,341	1	285	106	31,487	2	511
Portugal	- - - - Steam	585	64,733	146	25,031	592	73,283	340	57,208
	- - - - Sailing	18	7,497	34	11,634	25	9,412	29	9,974
Spain	- - - - Steam	808	102,355	265	41,506	1,177	215,586	531	99,260
	- - - - Sailing	44	21,442	-	-	55	24,999	-	-
Gibraltar	- - - - Steam	128	25,248	5	1,940	347	64,093	43	12,941
	- - - - Sailing	59	35,756	-	-	73	44,810	8	5,460
Italian States	- - - - Steam	618	105,946	226	53,485	720	134,023	552	146,997
	- - - - Sailing	8	3,493	-	-	8	4,664	-	-
Malta	- - - - Steam	88	29,706	19	8,333	293	77,388	176	71,228
	- - - - Sailing	-	-	-	-	-	-	-	-
Ionian Islands	- - - - Steam	49	6,457	4	695	54	13,812	15	6,927
	- - - - Sailing	7	3,662	-	-	1	407	4	925
Greece	- - - - Steam	219	42,500	66	14,578	77	18,718	39	11,333
	- - - - Sailing	96	58,593	1	306	119	97,571	3	1,840
Turkey	- - - - Steam	326	87,444	62	15,971	498	142,288	297	84,766
	- - - - Sailing	40	7,951	251	41,819	31	5,214	19	2,784
Wallachia and Moldavia	- - - - Steam	1	333	-	-	2	1,610	-	-
	- - - - Sailing	32	6,904	1	146	38	9,841	3	442
Syria	- - - - Steam	70	50,016	-	-	67	50,843	1	90
	- - - - Sailing	933	259,260	166	48,752	682	196,381	280	63,395
Africa	- - - - Steam	3	2,595	-	-	21	18,893	-	-
	- - - - Sailing	930	647,536	152	127,811	1,222	912,468	270	193,005
Asia	- - - - Steam	-	-	-	-	-	-	-	-
	- - - - Sailing	-	-	-	-	-	-	-	-
America:									
British Northern Colonies	- - - - Steam	14	14,670	-	-	15	18,281	-	-
	- - - - Sailing	1,794	820,639	319	205,667	1,167	550,609	35	16,478
British West Indies	- - - - Steam	-	-	-	-	2	423	-	-
	- - - - Sailing	662	195,466	28	8,710	617	184,506	34	12,140
Foreign West Indies	- - - - Steam	28	48,581	1	1,500	29	51,279	-	-
	- - - - Sailing	240	67,524	192	50,183	229	66,812	373	100,459
United States	- - - - Steam	75	93,457	28	39,321	84	107,026	39	55,319
	- - - - Sailing	402	279,031	1,034	1,020,028	343	235,490	1,300	1,225,386
Central and Southern States	- - - - Steam	14	17,677	-	-	17	18,873	3	2,489
	- - - - Sailing	720	264,029	179	55,695	719	255,971	335	138,710
The Whale Fisheries	- - - - Steam	1	349	-	-	-	-	-	-
	- - - - Sailing	60	16,796	1	316	56	15,979	-	-
TOTAL		26,029	6,390,715	19,371	4,162,419	26,115	6,555,056	20,744	4,480,859

S H I P P I N G.

RETURNS of the Number and Tonnage of SAILING
and STEAM VESSELS Registered at each Port;
SHIPPING Entered and Cleared; Ships Built,
Registered, &c.—(In continuation of Parlia-
mentary Paper, No. 122, of Session 1856).

(*Mr. Ingham.*)

*Ordered, by The House of Commons, to be Printed,
15 May 1857.*

34—(Sess. 2).

Under 3 oz.

VESSELS AND TONNAGE, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 19 June 1857 ;—for,

A RETURN “showing the Number of VESSELS and TONNAGE entered Inwards and Outwards at each of the Twelve principal Ports of the United Kingdom ; also, the Official Value of IMPORTS and EXPORTS for each of the said Ports, during the Year 1856 (in continuation of Parliamentary Paper, No. 262, of Session 1856).”

RETURN showing the Number of VESSELS and TONNAGE entered Inwards and Outwards, at each of the Twelve principal Ports of the United Kingdom, during the Year 1856.

P O R T S.	ENTERED INWARDS.		CLEARED OUTWARDS.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
London - - - - -	9,922	2,645,283	7,383	2,116,570
Liverpool - - - - -	4,405	2,487,855	4,823	2,609,451
Hull - - - - -	3,097	666,388	2,432	540,848
Bristol - - - - -	682	173,806	306	89,045
Newcastle - - - - -	3,992	643,072	7,153	1,332,467
Southampton - - - - -	878	239,848	879	284,904
Leith - - - - -	1,241	170,474	453	88,423
Glasgow - - - - -	509	147,178	950	255,053
Greenock - - - - -	286	127,498	164	79,172
Dublin - - - - -	324	73,560	109	34,974
Cork - - - - -	428	93,033	139	25,934
Belfast - - - - -	252	60,392	86	22,807
TOTAL - - - - -	26,016	7,528,387	24,877	7,479,648

General Register and Record Office of Seamen,
Adelaide Place, London,
26 June 1857.

J. H. Brown,
Registrar-General.

STATEMENT of the Official and Declared Value of the EXPORTS and Official Value of the IMPORTS, of each of the Twelve principal Ports of the United Kingdom, during the Year 1856.

										Declared Value of British and Irish Produce and Manufactures exported from the respective Ports to Foreign Countries and British Possessions Abroad, in the Year 1856.
										£.
London	-	-	-	-	-	-	-	-	-	25,991,923
Liverpool	-	-	-	-	-	-	-	-	-	54,220,486
Hull	-	-	-	-	-	-	-	-	-	14,490,956
Bristol	-	-	-	-	-	-	-	-	-	687,739
Newcastle	-	-	-	-	-	-	-	-	-	1,767,384
Southampton	-	-	-	-	-	-	-	-	-	1,829,425
Leith	-	-	-	-	-	-	-	-	-	765,711
Glasgow	-	-	-	-	-	-	-	-	-	5,154,418
Greenock	-	-	-	-	-	-	-	-	-	597,322
Dublin	-	-	-	-	-	-	-	-	-	30,531
Cork	-	-	-	-	-	-	-	-	-	160,651
Belfast	-	-	-	-	-	-	-	-	-	33,726
TOTAL - - - £.										- 105,730,272

Note.—The foregoing Statement, embracing a portion only of the information required by the Honourable House, is respectfully submitted as the best Return that can be made to their Order. In respect to the *Official* Value, whether of Imports or of Exports, it is wholly defective; this Value, which is obtained by calculation from certain fixed rates applied to the quantities of the various commodities, being computed only on the Imports and Exportations of the kingdom at large. *The Declared Value of British and Irish Produce and Manufactures Exported*, being collected from the merchants' entries, is ascertainable, for each Port individually, and is accordingly exhibited.

Of the Trade carried on under Coasting Regulations, between Port and Port of the United Kingdom, there is no official record.

Office of the Inspector-General
of Imports and Exports, Custom House, London,
14 July 1857.

John A. Messenger.

VESSELS AND TONNAGE, &c.

A RETURN showing the Number of VESSELS and TONNAGE entered Inwards and Outwards at each of the Twelve principal Ports of the United Kingdom; also, the Official and Declared Value of EXPORTS, and Official Value of IMPORTS, for each of the said Ports, during the Year 1856 (in continuation of Parliamentary Paper, No. 262, of Session 1856).

(Mr. Horsfall.)

Ordered, by The House of Commons, to be Printed,
17 July 1857.

FOREIGN SHIPPING.

RETURN to an Order of the Honourable The House of Commons,
dated 14 May 1857;—for,

AN ACCOUNT “ of the SUMS under the Act 59 Geo. 3, c. 54, and subsequent Orders of the Lords Commissioners of the Treasury, in the Year 1856, for the Difference of Rates and Charges due to Corporations, Companies, or Individuals, for FOREIGN VESSELS, which, under Treaties of Reciprocity or otherwise, are admitted into the Ports of the United Kingdom at the same Rates of Charge as British Vessels; specifying each of the several Rates, on what Account the same was Paid, whether for Light Dues, Dock Dues, Dues on Ships or Merchandise, Pilotage, or otherwise:—Also, the Total Amount (under the Reciprocity Treaties) Paid to such Corporations, Companies, or Individuals, up to the 31st day of December 1856 (in continuation of Parliamentary Paper, No. 225, of Session 1856).”

ON ACCOUNT OF		Amount of Claim.		
		£.	s.	d.
Liverpool Pilots	Pilotage	7,766	10	—
Ditto - Corporation	Anchorage	19	13	6
Newcastle Trinity House	Lights	364	2	9
Ditto - ditto	Pilotage	7,510	10	3
Ditto - Corporation	Town Dues	6,368	4	10
Ditto - ditto	Anchorage (1854, 141 l. 6s.)	310	9	—
Ditto - ditto	Horsemen's Dues (1853 and 1854, 66 l. 18s.)	98	3	8
Berwick Commissioners	Harbour Dues	59	14	6
Ditto - Pilots	Pilotage	13	8	6
Blackney Directors	Harbour Dues	3	—	2
Ditto - ditto	Pilotage	12	7	9
Lostwithiel Corporation	Harbour Dues	2	4	—
Saltash Corporation	Anchorage	36	19	—
Shoreham Corporation	Harbour Dues	286	6	5
Southampton Commissioners	Ditto	172	9	4
Stockton Corporation	Town Dues	56	12	6
Dundee, Proprietors of Tay	Tay Lights	213	1	7
Glasgow, Trustees of Cumray	Lights	299	5	7
Ditto - Pilots	Pilotage	255	16	—
Greenock, Trustees of Cumray	Lights	65	15	2
Ditto - Trustees	Harbour Dues	485	8	2
Ditto - Pilots	Pilotage	16	5	6
Rochester Corporation	Anchorage	7	—	—
Boston Pilots	Pilotage	17	4	10
Wisbeach Corporation	Town Dues	74	11	—
Dublin Ballast Corporation	Tonnage Dues	700	8	10
Ditto - ditto	Ballast Dues	207	6	2
Ditto - ditto	Pilotage	192	13	6
Port Glasgow Trustees	Cumray Light	1	2	3
Ditto - Commissioners	Harbour Dues	8	18	—
Lynn Corporation	Town Dues	38	11	7
Ditto - Commissioners	Mooring ditto	28	2	8
Ditto - Pilots	Pilotage	93	8	3
Carnarvon Trustees	Harbour Dues	3	17	4
Drogheda Pilots	Pilotage	2	8	—
Hull Trinity House	Harbour Dues	9,724	18	2
Ditto - Corporation	Ditto	3,304	13	5
Ditto - Dock Company	Composition in lieu of Dues	6,333	17	4
		£.	45,155	9 6
Amount paid (under the Reciprocity Treaties) up to 31st December 1855		—	981,630	6 6
Ditto - ditto in the Year ended 31st December 1856		—	45,155	9 6
TOTAL to the Year 1856		£.	1,026,785	16 —

Mem.—Returns for previous Years will be found among the Parliamentary Papers, viz.

From 1820 to 1843	—	—	1844, No. 551.	From 1850	—	—	—	1851, No. 92.
— 1844	—	—	1845 „ 558.	— 1851	—	—	—	1852 „ 98.
— 1845 and 1846	—	—	1847 „ 270.	— 1852	—	—	—	1853 „ 189.
— 1847	—	—	1848 „ 195.	— 1853 and 1854	—	—	—	1855 „ 309.
— 1848	—	—	1849 „ 112.	— 1855	—	—	—	1856 „ 225.
— 1849	—	—	1850 „ 156.					

Office of Comptroller-General,
Custom House, London, 28 May 1857.]

E. Arnaud,
Comp.-Gen.

FOREIGN SHIPPING.

ACCOUNT of the Sums paid under the Act 59 Geo. 3, c. 54, and subsequent Orders of the Lords Commissioners of the Treasury, in the Year 1856, for the Difference of Rates and Charges due to Corporations, Companies, or Individuals, for FOREIGN VESSELS, which, under Treaties of Reciprocity or otherwise, are admitted into the Ports of the United Kingdom at the same Rates of Charge as British Vessels, &c.

(*Mr. Wilson.*)

*Ordered, by The House of Commons, to be Printed,
4 June 1857.*

STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons,
dated 11 March 1857;—*for*,

A RETURN, “in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1857; stating, in separate Columns, the following Particulars: 1. Vessels’ Names; 2. Port of Registry; 3. Date of Build; 4. Registered Owners; 5. Dimensions of Vessels in Length and Breadth, and Depth of Hold; 6. Tonnage (exclusive of Engine Room), and Gross Tonnage, distinguishing Vessels built of Iron, and also Vessels having Screw Propellers; 7. Estimated Horse Power of their Engines; and giving the Aggregate Number of Vessels, and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each, corresponding with those in the Return (in continuation of Parliamentary Paper, No. 473, of Session 1855).”

(*Mr. Thomas Baring.*)

Ordered, by The House of Commons, to be Printed,
9 June 1857.

RETURN, in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1857; stating, in separate Columns, the following Particulars: 1. Vessels' Names; 2. Port of Registry; 3. Date of Build; 4. Registered Owners; 5. Dimensions of Vessels in Length and Breadth, and Depth of Hold; 6. Tonnage (exclusive of Engine Room), and Gross Tonnage, distinguishing Vessels built of Iron, and also Vessels having Screw Propellers; 7. Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels, and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each, corresponding with those in the Return (in continuation of Parliamentary Paper, No. 478, of Session 1855).

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					Feet. 10 ^{ths} .	Feet. 10 ^{ths} .	Feet. in.				
1	Enterprise -	-	1826	T. S. Crosbie -	149 5 in.	26 6 in.	11 0.	318	-	30	
2	Greenwich -	-	1835	James D. Mullens -	122 3 in.	15 1 in.	7 10	96	-	-	
3	Beaver -	-	"	Hudson Bay Company -	101 4 in.	20 0	11 6	109	-	70	
4	City of Hamburgh -	-	1834	General Steam Navigation Company -	160 5	23 8	15 9	333	518	140	
5	John Bull -	-	1835	- ditto -	164 9	25 8	17 2	345	591	200	
6	Harlequin -	-	1826	- ditto -	138 1	22 4	12 6	185	315	140	
7	Caledonia -	-	1836	- ditto -	178 0	26 9	17 7	423	706	220	
8	City of London -	-	1824	- ditto -	126 0	19 0	11 3	104	213	30	
9	Belfast -	-	1820	- ditto -	114 7	18 2	12 2	110	204	-	
10	Giraffe -	-	1836	- ditto -	142 0	22 8	14 6	232	410	120	
11	Dart -	-	1825	- ditto -	129 7	20 3	11 6	145	247	-	
12	Magnet -	-	1826	- ditto -	139 1	21 2	12 5	166	296	-	
13	Clarence -	-	1836	- ditto -	178 0	27 0	17 5	426	766	240	
14	Fame -	-	1834	- ditto -	150 1	21 2	11 6	172	294	-	
15	Ariel -	-	1837	Woolwich Steam Packet Company -	114 5	15 7	8 0	53	100	36	
16	Rainbow -	-	"	General Steam Navigation Company -	185 0	24 2	12 0	263	407	160	iron.
17	Leith -	-	"	- ditto -	182 0	27 2	18 4	568	907	240	
18	Ocean -	-	1836	- ditto -	179 0	23 2	14 4	276	464	130	
19	Daylight -	-	1838	London, Westminster, and Vauxhall Steam Packet Company.	82 4	13 5	6 8	30	51	20	iron.
20	Starlight -	-	"	- ditto -	82 0	13 7	6 8	30	51	20	iron.
21	Twilight -	-	"	- ditto -	82 0	13 5	6 8	30	51	20	iron.
22	Moonlight -	-	"	- ditto -	81 5	13 7	6 6	30	48	20	iron.
23	Bridegroom -	-	1839	- ditto -	93 5	13 6	6 9	35	55	24	iron.
24	Bride -	-	"	- ditto -	92 5	13 6	6 6	34	53	20	
25	Queen Victoria -	-	1837	Frederick Squire -	83 6	10 9	6 2	35	52	-	
26	Argus -	-	1840	Trinity Company -	128 0	19 4	13 7	158	280	120	
27	Nymph -	-	1836	Woolwich Company -	112 4	14 8	7 8	61	99	36	
28	Sir Edward Banks -	-	1826	General Steam Navigation Company -	151 5	19 7	15 5	180	322	120	
29	Iberia -	-	1836	Peninsular and Oriental Company -	155 4	22 2	15 7	302	516	180	
30	Vivid -	-	1835	General Steam Navigation Company -	156 9	22 1	14 7	228	428	180	
31	Lady Mary Wood -	-	1842	Peninsular and Oriental Company -	160 8	25 5	16 6	297	554	260	
32	Prince of Wales -	-	1841	S. H. Stewart -	100 5	13 4	7 5	60	83	32	

[illegible]

(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet. 10ths.</i>	<i>Feet. 10ths.</i>	<i>Feet. in.</i>				
78	Joseph Somes	London	1846	Thames Steam Towing Company	89 6	15 7	9 2	40	99	—	
79	Trinity	ditto	1844	United Steam Towing Company	85 2	16 7	10 4	36	103	80	iron.
80	Erin	ditto	1846	Peninsular and Oriental Steam Navigation Company.	199 0	27 6	17 2	533	798	280	iron.
81	Innisfail	ditto	1826	T. Pope	128 0	22 1	14 6	169	—	—	
82	Emanuel	ditto	1841	Messrs. Overton & Hughes	80 0	10 6	7 0	26	45	—	
83	Sibyl	ditto	1844	Woolwich Steam Packet Company	114 5	13 5	6 9	58	82	32	iron.
84	Ariel	ditto	"	ditto	112 0	14 0	7 9	61	95	36	
85	Dryad	ditto	1846	ditto	117 0	13 2	7 0	60	82	32	
86	City of Boulogne	ditto	1838	J. Hopkinson	135 4	20 5	11 9	217	313	120	iron.
87	Pekin	ditto	1847	Peninsular and Oriental Steam Navigation Company.	214 7	29 7	18 6	759	1,182	400	iron.
88	Conway	ditto	1846	Royal Mail Steam Packet Company	186 5	28 4	19 5	579	929	300	
89	Paul Pry	ditto	1847	W. Watkins	80 0	15 5	8 7	43	82	35	
90	Prince George	ditto	1836	J. Hopkinson	136 6	16 8	9 3	90	152	—	
91	Royal Tar	ditto	1835	John Penn	119 2	13 8	17 6	54	92	—	
92	Star	ditto	1834	General Steam Navigation Company	159 0	19 4	10 2	167	231	120	
93	Thomas Pettley	ditto	1846	United Steam Towing Company	89 2	16 6	10 1	43	108	80	
94	Highland Maid	ditto	"	D. Barker	66 2	13 0	8 0	18	49	22	
95	Tonbridge	ditto	1845	Frederick Partridge and others	70 2	11 4	6 7	13	41	—	
96	Citizen (G.)	ditto	1846	City Steamboat Company	94 0	13 4	6 6	42	60	24	iron.
97	Citizen (K.)	ditto	1847	ditto	103 5	12 3	6 4	58	75	24	iron.
98	Citizen (A.)	ditto	1845	ditto	94 0	13 4	6 6	42	60	24	iron.
99	Citizen (E.)	ditto	"	ditto	94 0	13 4	6 6	42	60	24	iron.
100	Citizen (J.)	ditto	1847	ditto	103 5	12 3	6 4	58	75	24	iron.
101	Citizen (B.)	ditto	1845	ditto	94 0	13 4	6 6	42	60	24	iron.
102	Citizen (C.)	ditto	"	ditto	94 0	13 4	6 6	42	60	24	iron.
103	Citizen (H.)	ditto	1847	ditto	99 5	13 5	6 3	40	57	24	iron.
104	Citizen (L.)	ditto	"	ditto	103 5	12 3	6 4	58	75	24	iron.
105	Citizen (F.)	ditto	1845	ditto	94 0	13 4	6 6	42	60	24	iron.
106	Citizen (D.)	ditto	"	ditto	94 0	13 4	6 6	42	60	24	iron.
107	Kent	ditto	1847	David Waddington	78 5	15 0	7 5	40	68	32	
108	Essex	ditto	"	ditto	78 5	14 9	7 3	40	66	32	
109	Oriental	ditto	1840	Peninsular and Oriental Steam Navigation Company.	220 0	33 5	28 5	1,103	1,787	420	
110	Dougal	ditto	1847	Caledonian Steam Towing Company	76 3	14 1	9 4	37	76	60	
111	Locomotive	ditto	1842	H. T. Styles	101 5	11 3	6 9	42	61	30	

[illegible]

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued.*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
153	Sons of the Thames	London	1840	W. Cunningham	Feet. 10 ^{ths} . 138 0	Feet. 10 ^{ths} . 16 5	Feet. in. 8 9	80	135	56	iron.
154	Concordia	ditto	1851	General Steam Navigation Company	179 7	23 3	13 5	327	465	136	iron.
155	Panther	ditto	"	ditto	180 5	23 5	13 4	295	425	136	iron.
156	Harbinger	ditto	"	General Screw Steam Shipping Company.	186 5	31 1	19 2	599	848	120	iron, screw.
157	Friend to all Nations	ditto	"	T. Petley	107 6	20 0	9 5	57	152	240	iron.
158	Newhaven	ditto	1847	W. Geach	153 0	21 2	11 0	148	259	80	
159	Shanghai	ditto	1851	Peninsular and Oriental Steam Navigation Company.	182 5	25 8	15 5	414	547	100	iron, screw.
160	Copeland	ditto	1836	Shipowners' Towing Company	100 0	18 7	10 2	39	146	100	
161	Sir Robert Hawkes	ditto	1835	ditto	76 4 in.	15 2 in.	8 6	44	-	40	
162	Commodore	ditto	1840	ditto	90 0	17 8	10 2	40	111	80	
163	Goliath	ditto	1846	Messrs. Brooks & Mace	103 0	17 3	10 0	44	119	100	
164	William Gunston	ditto	1837	I. I. Spicer	90 0	17 0	9 2	41	100	60	
165	Orinoco	ditto	1851	Royal Mail Steam Packet Company	266 0	38 1	33 4	1,892	2,901	800	
166	Severn	ditto	"	D. Napier	85 1	10 8	5 2	28	38	16	iron.
167	Ravensbourne	ditto	"	General Steam Navigation Company	193 0	26 3	16 3	402	606	200	iron.
168	John Lee	ditto	1844	W. Watkins	90 2	17 0	9 0	35	104	120	iron, screw.
169	Madras	ditto	1852	Peninsular and Oriental Steam Navigation Company.	232 9	31 6	21 2	606	1,184	274	
170	Wonder	ditto	1847	N. Vidovick	87 1	16 7	9 2	31	94	80	iron, screw.
171	Chusan	ditto	1851	Peninsular and Oriental Steam Navigation Company.	190 0	29 5	16 1	529	700	80	
172	Emerald	ditto	1834	I. Grantham and others	144 3	20 2	14 0	215	340	140	
173	Magdalena	ditto	1851	Royal Mail Steam Packet Company	266 0	38 1	33 5	1,866	2,943	800	
174	Australian	ditto	1852	Australian Royal Mail Steam Packet Company.	226 5	33 2	24 0	735	1,392	300	iron, screw.
175	Nymph	ditto	"	Woolwich Steam Packet Company	123 6	14 5	6 9	58	88	36	
176	Queen of the South	ditto	"	General Screw Steam Shipping Company.	238 5	38 2	25 2	1,634	2,221	300	iron, screw.
177	Wave Queen	ditto	"	J. S. Russell	209 6	15 0	8 7	113	203	100	iron.
178	Sydney	ditto	"	Australian Royal Mail Steam Packet Company.	226 5	33 2	24 0	734	1,391	300	iron, screw.
179	True Briton	ditto	"	T. Petley	79 0	16 0	9 4	41	95	120	iron, screw.
180	Bombay	ditto	"	Peninsular and Oriental Steam Navigation Company.	234 0	31 4	21 2	608	1,186	274	

181.	Lady Jocelyn	-	-	ditto	-	1852	General Screw Steam Shipping Com- pany.	238	3	38	2	25	3	1,248	1,824	300	iron, screw.
182	Formosa	-	-	ditto	-	"	Peninsular and Oriental Steam Navigation Company.	203	6	25	3	16	7	451	677	154	iron, screw.
183	La Plata	-	-	ditto	-	1851	Royal Mail Steam Packet Company	280	5	37	4	27	6	1,475	2,404	1,000	iron.
184	Moselle	-	-	ditto	-	1852	General Steam Navigation Company	198	5	25	5	14	6	407	574	150	iron.
185	Bolton	-	-	ditto	-	1848	Jackson & Company	68	4	14	0	8	2	19	55	25	iron, screw.
186	Melbourne	-	-	ditto	-	1849	J. S. Russell	211	0	35	8	24	4	817	1,450	300	iron, screw.
187	Calcutta	-	-	ditto	-	1852	General Screw Steam Navigation Com- pany.	244	5	38	1	25	4	1,272	1,832	300	iron, screw.
188	Avon	-	-	ditto	-	1842	Royal Mail Steam Packet Company	247	7	34	5	30	1	1,316	2,069	440	wood, screw.
189	Eversfield	-	-	ditto	-	1852	H. Eversfield	60	5	17	3	6	7	35	52	30	wood, screw.
190	Mystery	-	-	ditto	-	"	R. D. Ross	96	1	16	6	9	4	42	105	-	-
191	Surprise	-	-	ditto	-	"	ditto	111	4	16	6	9	9	36	122	-	-
192	Irene	-	-	ditto	-	"	Trinity Company	157	0	20	8	11	5	149	271	160	wood, screw.
193	Otter	-	-	ditto	-	"	Hudson Bay Company	122	0	20	3	12	2	145	214	-	-
194	Paul Jones	-	-	ditto	-	1849	D. Barker	79	8	15	6	9	3	22	80	38	iron, screw.
195	Adelaide	-	-	ditto	-	1852	Royal Mail Steam Packet Company	260	5	36	3	25	5	1,124	1,859	448	iron, screw.
196	Sylph	-	-	ditto	-	1844	Woolwich Steam Packet Company	123	5	13	5	6	6	44	76	32	-
197	Laurel	-	-	ditto	-	1835	R. Carnan	54	3	13	0	6	7	11	36	15	-
198	Sir Walter Scott	-	-	ditto	-	1852	Caledonian Steam Towing Company	103	4	16	7	10	3	53	76	70	iron.
199	Indus	-	-	ditto	-	1847	Peninsular and Oriental Steam Navigation Company.	241	2	34	1	29	7	1,302	1,950	450	iron, screw.
200	Hyaspes	-	-	ditto	-	1852	General Screw Steam Shipping Com- pany.	246	5	37	3	25	3	1,726	2,248	300	iron, screw.
201	Bengal	-	-	ditto	-	1853	Peninsular and Oriental Steam Navigation Company.	295	9	38	2	25	4	1,176	2,185	464	iron, screw.
202	William Hutt	-	-	ditto	-	"	General Iron Screw Collier Company	164	5	26	1	14	9	425	530	70	iron, screw.
203	Isabel	-	-	ditto	-	1850	C. Keys	80	0	19	7	12	1	93	150	16	wood, screw.
204	Newcastle	-	-	ditto	-	1848	General Steam Navigation Company	159	0	20	7	15	1	278	447	-	-
205	Victoria	-	-	ditto	-	1853	Australian Royal Mail Steam Navigation Company.	260	6	36	3	25	7	1,130	1,877	450	iron, screw.
206	Foyle	-	-	ditto	-	1829	W. T. Miskin	122	0	19	11 in.	12	1	136	-	90	iron, screw.
207	Argo	-	-	ditto	-	1853	General Screw Steam Shipping Com- pany.	244	5	38	0	25	5	1,236	1,815	300	iron, screw.
208	Hope	-	-	ditto	-	"	African Steam Shipping Company	194	5	28	7	16	5	585	759	400	iron, screw.
209	Countess of Lonsdale	-	-	ditto	-	1836	General Steam Navigation Company	174	0	24	7	17	4	396	616	200	iron, screw.
210	Denmark	-	-	ditto	-	1841	ditto	164	0	22	3	15	9	331	501	180	iron, screw.
211	Havilah	-	-	ditto	-	1853	C. Bowman and others	149	0	21	3	13	0	256	336	60	iron, screw.
212	Vectis	-	-	ditto	-	"	Peninsular and Oriental Steam Navigation Company.	228	0	29	1	17	2	503	786	450	iron, screw.
213	Valetta	-	-	ditto	-	"	ditto	225	0	27	6	17	0	507	769	400	iron, screw.
214	Cadiz	-	-	ditto	-	"	ditto	226	4	28	4	18	6	481	816	220	iron, screw.
215	Elfin	-	-	ditto	-	"	Woolwich Steam Packet Company	148	2	13	9	7	9	73	112	40	iron.
216	Freyr	-	-	ditto	-	"	C. J. Mare	147	6	17	2	11	2	152	219	-	-
217	Clyde	-	-	ditto	-	1841	Royal Mail Steam Packet Company	208	6	32	2	24	8	798	1,372	430	(continued)

(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet. 10^{ths}.</i>	<i>Feet. 10^{ths}.</i>	<i>Feet. in.</i>				
218	Hanover	London	—	General Steam Navigation Company	168 0	22 0	16 3	326	520	180	iron, screw.
219	Northumberland	ditto	1853	General Iron Screw Collier Company	163 2	26 2	15 3	438	520	70	iron, screw.
220	Belgium	ditto	1850	General Steam Navigation Company	161 8	26 3	14 3	310	457	180	iron, screw.
221	St. Michael	ditto	1838	D. Barker	59 5	11 7	6 8	11	36	14	iron, screw.
222	Eagle	ditto	1853	W. Wagstaff	152 8	26 7	15 —	356	480	70	iron, screw.
223	Cornelia	ditto	"	T. M. Weguelin	144 6	19 4	13 7	215	289	60	iron, screw.
224	Sir John Easthope	ditto	"	General Iron Screw Collier Company	163 6	26 1	15 3	428	520	70	iron, screw.
225	Dragon Fly	ditto	"	J. Maundslay	55 2	11 5	7 5	18	32	8	iron, screw.
226	Zingari	ditto	1852	M. Bury	125 6	18 9	11 3	148	206	—	wood, screw.
227	Camilla	ditto	1849	Royal Mail Steam Packet Company	189 4	23 1	14 7	334	539	250	iron.
228	Durham	ditto	1853	General Iron Steam Collier Company	163 7	26 4	15 2	428	531	80	iron, screw.
229	Solent	ditto	"	Royal Mail Steam Packet Company	277 3	34 9	27 3	1,271	1,805	400	iron, screw.
230	Cock o' the North	ditto	1852	Shipowners' Towing Company	93 7	19 1	10 3	43	136	100	iron.
231	Holland	ditto	1849	General Steam Navigation Company	165 3	26 0	13 6	280	438	180	iron.
232	Monarch	ditto	1830	Electric Company	156 2	19 7	14 5	296	427	120	iron, screw.
233	Caroline	ditto	1853	J. S. Russell	141 0	26 2	14 8	361	480	80	iron, screw.
234	Norna	ditto	"	Peninsular and Oriental Steam Navigation Company.	242 4	28 4	18 7	613	963	230	iron, screw.
235	Estrella	ditto	"	Magdalena Steam Navigation Company	172 5	24 7	8 5	179	330	120	iron.
236	Anita	ditto	"	ditto	129 6	18 6	6 2	62	113	80	iron.
237	Sapphire	ditto	1842	General Steam Navigation Company	172 0	17 5	10 3	173	238	100	iron.
238	Ruby	ditto	1837	ditto	151 8	18 7	10 3	169	243	100	iron.
239	Jarrow	ditto	1853	General Iron Screw Collier Company	164 0	26 4	15 2	444	561	70	iron, screw.
240	Queen of the French	ditto	1845	South Eastern Railway Company	156 0	20 4	10 6	121	211	120	iron.
241	Princess Helena	ditto	1846	ditto	165 2	23 2	10 8	166	302	160	iron.
242	Princess Maud	ditto	1844	ditto	140 5	19 8	10 2	151	247	120	iron.
243	Princess Clementine	ditto	1846	ditto	165 2	22 6	10 7	148	288	160	iron.
244	Princess Mary	ditto	1844	ditto	149 3	19 3	10 2	138	212	120	iron.
245	Lord Warden	ditto	1847	ditto	168 0	23 3	11 0	197	307	160	iron.
246	Prince Ernest	ditto	1845	ditto	156 2	21 4	10 4	146	248	150	iron.
247	Queen of the Belgians	ditto	1844	ditto	157 0	19 5	10 8	125	207	120	iron.
248	Diamond	ditto	1834	Edward Corry	154 0	17 5	9 7	121	187	80	iron.
249	Colombo	ditto	1853	Peninsular and Oriental Steam Navigation Company.	286 6	26 0	26 8	675	1,865	450	iron, screw.
250	Enchantress	ditto	1842	Messrs. Small & Co.	127 5	15 5	8 6	99	133	24	iron, screw.
251	Falcon	ditto	1853	T. V. Gooch	152 8	26 8	15 1	354	488	160	iron, screw.
252	Petrel	ditto	"	Waterman's Company	138 4	15 0	7 8	86	114	50	iron.

No.	Place	Year	Company	Length	Breadth	Depth	Weight	Material	Remarks
253	Halls	1853	H. W. Schneider	-	-	-	-	-	-
254	Express	"	Smith & Skinner	-	-	-	-	-	-
255	Wye	"	Royal Mail Steam Packet Company	-	-	-	-	-	-
256	Magnet	1854	James Thomas	-	-	-	-	-	-
257	Hawk	"	J. V. Gooch	-	-	-	-	-	-
258	Marley Hill	1853	General Iron Screw Collier Company	-	-	-	-	-	-
259	Collier	1848	Hy. Pearson & others	-	-	-	-	-	-
260	Manilla	1853	Peninsular and Oriental Steam Navigation Company	-	-	-	-	-	-
261	Oscar	1854	William S. Andrews	-	-	-	-	-	-
262	Golden Fleece	"	General Screw Steam Shipping Company	-	-	-	-	-	-
263	Cape of Good Hope	-	Calcutta Navigation Company	-	-	-	-	-	-
264	Tonning	1853	William S. Andrews	-	-	-	-	-	-
265	Don	1841	William Watkins	-	-	-	-	-	-
266	Atrato	1853	Royal Mail Steam Packet Company	-	-	-	-	-	-
267	Courier	1850	William S. Andrews	-	-	-	-	-	-
268	Scandinavian	1852	- ditto -	-	-	-	-	-	-
269	Isabel	1854	The Magdalena Steam Navigation Company	-	-	-	-	-	-
270	Sovereign	"	H. Hoffman	-	-	-	-	-	-
271	Caledonia	1838	Daniel Barker	-	-	-	-	-	-
272	Prince of Wales	1854	William S. Andrews	-	-	-	-	-	-
273	Victoria	1853	William Watkins	-	-	-	-	-	-
274	Bishop	"	Corporation of Trinity House of Deptford Strond.	-	-	-	-	-	-
275	Waterman (No. 2)	1844	Waterman's Steam Packet Company	-	-	-	-	-	-
276	Waterman (No. 4)	"	- ditto -	-	-	-	-	-	-
277	Sea Swallow	1854	- ditto -	-	-	-	-	-	-
278	Candia	"	Peninsular and Oriental Steam Navigation Company	-	-	-	-	-	-
279	Gothenburg	-	John M. Hervey	-	-	-	-	-	-
280	Bacchante	-	African Steam Ship Company	-	-	-	-	-	-
281	Waterman (No. 3)	"	Waterman's Steam Packet Company	-	-	-	-	-	-
282	Pioneer	"	General Steam Navigation Company	-	-	-	-	-	-
283	Jason	"	General Screw Steam Shipping Company	-	-	-	-	-	-
284	Simla	"	The Peninsular and Oriental Steam Navigation Company	-	-	-	-	-	-
285	Tynemouth	"	W. S. Lindsay	-	-	-	-	-	-
286	Sydney Hall	-	Sydney Hall and others	-	-	-	-	-	-
287	Ross D. Mangles	"	General Iron Screw Collier Company	-	-	-	-	-	-
288	Tamar	"	Royal Mail Steam Packet Company	-	-	-	-	-	-
289	Prince	1850	- ditto -	-	-	-	-	-	-
290	Bordeaux	-	Lury & Hoyland	-	-	-	-	-	-
291	Nicholas Wood	"	General Iron Screw Collier Company	-	-	-	-	-	-
292	Oread	"	The Woolwich Steam Packet Company	-	-	-	-	-	-
293	Meteor	1849	Nicol A. Mein	-	-	-	-	-	-

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.				TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.			
					Feet. 10 ^{ths} .	Feet. 10 ^{ths} .	Feet. in.					
294	Candace	London	1854	The African Steam Ship Company	205 6	19 8	12 9	379	468	70	iron, screw.	
295	Liffey	ditto	1852	A. J. Keen	78 2	14 3	6 7	25	62	40	iron, screw.	
296	Levant	ditto	1837	William S. Andrews	169 5	23 9	17 6	395	694	300	iron, screw.	
297	Lion	ditto	1844	Messrs. Mace & Jones	69 5	14 9	8 2	12	57	35	iron, screw.	
298	Les Trois Amis	ditto	1854	James Dyer	67 7	11 9	7 1	29	43	—	iron, screw.	
299	Nubia	ditto	"	Peninsular and Oriental Steam Navigation Company.	289 3	38 0	27 4	1,033	2,096	450	iron, screw.	
300	Aquila	ditto	"	W. S. Andrews	177 5	20 1	10 4	184	297	120	iron.	
301	Dragon	ditto	"	General Steam Navigation Company	162 5	26 5	15 5	442	535	70	iron, screw.	
302	Black Prince	ditto	"	General Iron Screw Collier Company	157 0	25 7	14 1	405	502	70	iron, screw.	
303	Rhenus	ditto	"	John Scott Russell	189 0	22 4	9 0	194	365	200	iron.	
304	Indiana	ditto	1852	General Screw Steam Shipping Company	239 0	38 2	32 4	1,799	2,365	300	iron, screw.	
305	Fire Fly	ditto	1854	General Iron Screw Collier Company	157 2	25 7	14 1	404	500	80	iron, screw.	
306	Pilot	ditto	"	General Steam Navigation Company	180 8	26 9	14 7	394	522	80	iron, screw.	
307	Orion	ditto	1841	Eastern Counties Railway Company	160 1	21 5	9 6	133	226	120	iron.	
308	Anne	ditto	1854	John D. Powles and others	153 3	22 0	11 4	224	294	40	iron, screw.	
309	Cygnus	ditto	"	William S. Andrews	182 3	20 0	9 8	180	286	220	iron.	
310	Champion	ditto	1846	James Deane	77 8	15 2	9 0	23	75	40	iron.	
311	Caledonia	ditto	1854	Caledonian Steam Towing Company	102 0	16 4	10 7	48	124	70	iron, screw.	
312	Rajah	ditto	1853	Peninsular and Oriental Steam Navigation Company.	163 6	24 0	16 7	390	537	80	iron, screw.	
313	Parana	ditto	1851	Royal Mail Steam Packet Company	300 0	36 8	33 2	2,049	3,071	800	iron.	
314	Paris	ditto	1852	Hy. P. Maples	165 0	20 1	9 2	148	237	120	iron, screw.	
315	Pioneer	ditto	1854	Alexander Rimington and others	160 0	24 8	16 4	398	585	100	iron, screw.	
316	Contractor	ditto	1851	W. John Thomas and others	74 0	15 1	8 7	29	74	25	iron.	
317	Dunroon Castle	ditto	1842	A. W. Chalmers & Co.	141 0	21 0	10 2	176	258	150	iron, screw.	
318	Gibraltar	ditto	1854	Western Wood	208 5	26 5	22 8	669	985	120	iron, screw.	
319	Vanguard	ditto	1841	Messrs. Mace & Jones	74 0	15 5	8 9	30	79	63	iron.	
320	Tamar	ditto	1854	Edward Barnard	99 5	18 7	10 0	58	139	70	iron.	
321	Tyne	ditto	"	Royal Mail Steam Packet Company	296 6	36 2	27 1	1,788	2,184	400	iron, screw.	
322	Sarnia	ditto	1850	Messrs. Carr & Josling	133 2	18 6	12 0	185	253	—	iron, screw.	
323	Secret	ditto	"	Richard D. Ross	94 5	17 0	10 0	65	130	—	iron, screw.	
324	Hesperus	ditto	1854	The Crown	203 8	28 5	16 2	581	748	120	iron, screw.	
325	Baron Von Humboldt	ditto	"	- ditto	136 4	25 0	12 9	239	334	—	iron, screw.	
326	Retriever	ditto	"	The African Steam Ship Company	155 4	21 3	12 7	244	321	50	iron, screw.	
327	Burra Burra	ditto	"	John Gladstone	150 0	23 0	11 0	196	321	80	iron, screw.	
328	Samuel Laing	ditto	"	Hugh Taylor and others	164 0	26 0	15 0	438	544	70	iron, screw.	

329	Rouen	-	-	-	-	1853	Hy. P. Maples	-	-	-	-	177	0	19	0	9	0	166	239	120	iron.
330	Amity	-	-	-	-	1854	John Lidgett	-	-	-	-	167	0	26	0	15	0	480	607	200	iron, screw.
331	Chester	-	-	-	-	-	General Screw	Collier Company	-	-	-	159	0	26	0	14	0	441	567	70	iron, screw.
332	Punch	-	-	-	-	"	Messrs. Watkins & Soanes	-	-	-	-	88	0	17	0	15	0	34	102	60	iron.
333	New Pelton	-	-	-	-	1855	Robert Ford and others	-	-	-	-	151	0	27	0	14	0	356	484	80	iron, screw.
334	Imperial	-	-	-	-	1854	- ditto	-	-	-	-	152	0	27	0	14	0	385	482	80	iron, screw.
335	Hecla	-	-	-	-	"	The Crown	-	-	-	-	206	0	25	0	16	0	559	733	110	iron, screw.
336	London	-	-	-	-	1853	Hy. P. Maples	-	-	-	-	200	0	19	0	10	0	192	341	120	iron.
337	Queen	-	-	-	-	1855	Charles J. Mare	-	-	-	-	154	0	19	0	9	0	123	210	100	iron.
338	Empress	-	-	-	-	"	- ditto	-	-	-	-	154	0	19	0	9	0	123	210	100	iron.
339	Lancefield	-	-	-	-	"	Robert Jardine	-	-	-	-	235	0	30	0	23	0	449	1,055	800	iron, screw.
340	Queen	-	-	-	-	1844	M. F. Brener	-	-	-	-	174	0	22	0	12	0	385	463	150	iron.
341	Propeller	-	-	-	-	1855	W. S. Andrews	-	-	-	-	184	0	27	0	16	0	457	659	120	iron, screw.
342	Wearmouth	-	-	-	-	"	George Elliott	-	-	-	-	167	0	26	0	15	0	467	594	140	iron, screw.
343	Gertrude	-	-	-	-	"	Robert Barclay	-	-	-	-	173	0	22	0	14	0	300	428	70	iron, screw.
344	Alma	-	-	-	-	"	Peninsular and Oriental Steam Navigation Company.	-	-	-	-	288	0	37	0	27	0	1,204	2,165	450	iron, screw.
345	Father Thames	-	-	-	-	1840	Waterman's Steam Packet Company	-	-	-	-	189	0	18	0	9	0	98	152	80	iron.
346	City of Canterbury	-	-	-	-	1835	- ditto	-	-	-	-	156	0	21	0	10	0	155	259	120	iron, screw.
347	Zouave	-	-	-	-	1855	Hugh Taylor	-	-	-	-	163	0	25	0	15	0	384	499	70	iron, screw.
348	Mitchells	-	-	-	-	1854	Messrs. Williams and others	-	-	-	-	83	0	16	0	8	0	29	85	40	iron.
349	Waterman (No. 10)	-	-	-	-	1844	Waterman's Steam Packet Company	-	-	-	-	122	0	13	0	6	0	64	87	32	iron.
350	Jupiter	-	-	-	-	1835	W. S. Andrews	-	-	-	-	158	0	25	0	15	0	288	-	224	iron, screw.
351	Sultan	-	-	-	-	1847	Peninsular and Oriental Steam Navigation Company.	-	-	-	-	231	0	32	0	17	0	808	1,124	20	iron, screw.
352	Iron Age	-	-	-	-	1854	H. W. Schneider and others	-	-	-	-	168	0	21	0	14	0	263	388	80	iron, screw.
353	Lady Berriedale	-	-	-	-	1852	John V. Gooch	-	-	-	-	122	0	27	0	15	0	262	393	70	iron, screw.
354	Powerful	-	-	-	-	1838	Messrs. Jackson & Ford	-	-	-	-	156	0	22	0	17	0	368	570	250	iron, screw.
355	Derwent	-	-	-	-	1855	General Iron Screw Collier Company	-	-	-	-	159	0	26	0	15	0	433	560	140	iron, screw.
356	Newcastle	-	-	-	-	1834	W. S. Andrews	-	-	-	-	145	0	23	0	14	0	231	-	150	iron, screw.
357	Janet Croll	-	-	-	-	1855	Barrett & Robson	-	-	-	-	144	0	24	0	14	0	291	370	60	iron, screw.
358	Piery Cross	-	-	-	-	"	Robert Jardine	-	-	-	-	235	0	31	0	23	0	444	1,508	30	iron, screw.
359	Dieppe	-	-	-	-	"	H. P. Maples	-	-	-	-	181	0	19	0	10	0	170	270	300	iron.
360	Imperatrice	-	-	-	-	"	James Tay	-	-	-	-	153	0	28	0	15	0	455	540	120	iron, screw.
361	Briton Ferry	-	-	-	-	1852	Messrs. Schneider & Price	-	-	-	-	131	0	17	0	10	0	156	199	35	iron, screw.
362	Waterman (No. 1)	-	-	-	-	1843	Waterman's Steam Packet Company	-	-	-	-	107	0	13	0	7	0	50	79	32	iron.
363	Waterman (No. 5)	-	-	-	-	1842	- ditto	-	-	-	-	110	0	13	0	7	0	52	84	32	iron.
364	Waterman (No. 7)	-	-	-	-	1840	- ditto	-	-	-	-	109	0	13	0	6	0	50	78	32	iron.
365	Waterman (No. 11)	-	-	-	-	"	- ditto	-	-	-	-	109	0	14	0	7	0	52	82	36	iron.
366	Waterman (No. 12)	-	-	-	-	1844	- ditto	-	-	-	-	118	0	14	0	7	0	57	90	36	iron.
367	Powerful	-	-	-	-	1855	W. S. Andrews	-	-	-	-	118	0	27	0	16	0	495	728	120	iron, screw.
368	Robert Burns	-	-	-	-	"	J. Drysdale and others	-	-	-	-	75	0	17	0	8	0	22	82	80	iron, screw.
369	Black Diamond	-	-	-	-	"	James Hughes and others	-	-	-	-	179	0	28	0	16	0	400	588	70	iron, screw.
370	Unity	-	-	-	-	1844	Daniel Barker and others	-	-	-	-	86	0	17	0	8	0	35	80	50	iron.
371	Aid	-	-	-	-	1855	The Royal Harbour of Ramsgate Trust	-	-	-	-	89	0	18	0	9	0	16	112	50	iron, screw.
372	Augusta	-	-	-	-	1849	Henry W. Schneider	-	-	-	-	140	0	17	0	10	0	125	184	40	iron, screw.
373	Arthur Gordon	-	-	-	-	1844	- ditto	-	-	-	-	182	0	20	0	12	0	289	424	100	iron, screw.

(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet. 10^{ths}.</i>	<i>Feet. 10^{ths}.</i>	<i>Feet. in.</i>				
374	Alhambra	London	1855	The Peninsular and Oriental Steam Navigation Company.	209 0	27 0	16 0	373	642	140	iron, screw.
375	Ava	ditto	"	ditto	267 0	35 0	16 0	934	1,373	320	iron, screw.
376	George Rennie	ditto	"	Edward Barnard	81 0	16 0	9 0	55	100	50	iron.
377	Alar	ditto	1847	H. P. Maples	138 0	17 0	9 0	138	203	70	iron, screw.
378	Sir Walter Raleigh	ditto	1855	William S. Andrews	128 0	20 0	8 0	130	179	50	iron.
379	Vigilant	ditto	"	ditto	160 0	22 0	11 0	191	280	60	iron, screw.
380	Britannia	ditto	1852	J. T. Corpie	105 0	18 0	10 0	64	144	60	
381	Moss Rose	ditto	1842	Messrs. Christie & Seager	103 0	14 0	6 0	46	72	32	iron.
382	Pink	ditto	1843	ditto	86 0	13 0	6 0	42	58	14	iron.
383	Dahlia	ditto	1845	ditto	97 0	13 0	6 0	42	67	48	iron.
384	London Pride	ditto	1847	ditto	101 0	13 0	5 0	45	72	48	iron.
385	Sun Flower	ditto	"	ditto	101 0	13 0	6 0	44	70	48	iron.
386	Forget-me-Not	ditto	1848	ditto	92 0	12 0	6 0	42	59	14	iron.
387	Covenanter	ditto	1846	John A. Pervanogler	115 0	18 0	10 0	90	143	90	
388	Velocity	ditto	1855	W. S. Andrews	156 0	22 0	11 0	200	294	60	iron, screw.
389	Gambia	ditto	"	The African Steam Ship Company	191 0	26 0	14 0	352	517	80	iron, screw.
390	George Hawkins	ditto	"	George Hawkins and others	158 0	26 0	15 0	389	466	70	iron, screw.
391	Vestal	ditto	"	The Corporation of Trinity House	169 0	23 0	13 0	197	313	160	iron.
392	Peninsula	ditto	1853	Western Wood	193 0	25 0	14 0	426	626	90	iron, screw.
393	Pacific	ditto	1854	G. A. Lloyd	248 0	32 0	23 0	985	1,469	450	iron.
394	Earsdon	ditto	1855	Hugh Taylor and others	171 0	26 0	15 0	420	526	70	iron, screw.
395	Dee	ditto	1841	The Royal Mail Steam Packet Company	237 0	35 0	21 0	1,071	1,699	460	
396	Vedra	ditto	1855	C. R. Fenwick and others	179 0	28 0	16 0	399	588	140	iron, screw.
397	General Victoria	ditto	"	Josh. Javier de Lixardi	200 0	29 0	15 0	485	714	200	iron, screw.
398	General Morelos	ditto	"	ditto	201 0	29 0	15 0	490	720	200	iron, screw.
399	Malakhoff	ditto	1851	William White and others	193 0	25 0	13 0	374	592	220	iron.
400	Pera	ditto	1855	The Peninsular and Oriental Steam Navigation Company.	303 0	42 0	27 0	1,261	2,014	450	iron, screw.
401	König Max	ditto	"	John Scott Russell	191 0	25 0	8 0	214	340	200	iron.
402	Sardinian	ditto	"	Hugh Taylor and others	169 0	26 0	15 0	420	520	70	iron, screw.
403	Hutton Chaytor	ditto	"	The General Iron Screw Collier Company	170 0	26 0	15 0	424	529	70	iron, screw.
404	Berwick	ditto	"	G. Elliott	183 0	27 0	15 0	365	537	90	iron, screw.
405	Susanna	ditto	1832	East India Dock Company	55 0	12 0	6 0	21	32	15	
406	Dolphin	ditto	1855	The General Steam Navigation Company	197 0	28 0	16 0	394	626	180	iron.
407	Meriel	ditto	"	Hans Busk	151 0	15 0	7 0	104	136	60	iron.

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Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
450	Lyons	London	1856	Hy. P. Maples	Feet. 10 ^{ths} . 189 0	Feet. 10 ^{ths} . 21 0	Feet. in. 9 0	139	269	160	iron.
451	Orleans	ditto	"	ditto	187 0	21 0	9 0	138	269	160	iron.
452	Azof	ditto	1855	The Peninsular and Oriental Steam Company	214 0	27 0	18 0	476	700	180	iron, screw.
453	Hercules	ditto	1856	Richard Green	122 0	23 0	11 0	86	224	140	
454	City of Nantes	ditto	"	Messrs. Langton & Wilson	151 0	23 0	12 0	204	301	60	iron, screw.
455	Scotland	ditto	"	W. S. Lindsay	210 0	32 0	19 0	759	966	150	iron, screw.
456	Istamboul	ditto	"	The Australian Auxiliary Steam Clipper Company.	229 0	36 0	22 0	1,164	1,310	100	wood, screw.
457	Indomitable	ditto	1855	ditto	191 0	36 0	22 0	911	1,041	80	wood, screw.
458	Ionian	ditto	1856	Thomas D. Marshall	244 0	32 0	25 0	943	1,388	210	iron, screw.
459	Blue Belle	ditto	1844	Messrs. Christie & Seager	96 0	13 0	6 0	41	65	24	iron.
460	Lotus	ditto	1856	ditto	105 0	14 0	6 0	40	64	24	
461	General Williams	ditto	"	Thomas W. Pantou	224 0	33 0	20 0	978	1,152	160	iron, screw.
462	Water Sprite	ditto	1845	James R. Greig	90 0	12 0	6 0	12	44	24	iron.
463	George Robert	ditto	1856	George P. Bidder	90 0	16 0	8 0	35	76	40	iron, screw.
464	Baltic	ditto	1854	The Calcutta and Burmah Steam Navigation Company.	185 0	26 0	14 0	337	496	100	iron, screw.
465	Ethiopia	ditto	"	The African Steam Ship Company	211 0	25 0	20 0	469	689	160	iron, screw.
466	Ireland	ditto	1856	W. S. Lindsay	215 0	33 0	20 0	807	974	100	iron, screw.
467	Volga	ditto	"	The North Europe Steam Navigation Company.	142 0	20 0	11 0	194	239	140	iron, screw.
468	Triumph	ditto	"	W. B. Caulfield	89 0	16 0	9 0	19	80	80	iron, screw.
469	Catapilco	ditto	"	George Peacock	71 0	15 0	7 0	42	62	20	iron, screw.
470	Sycee	ditto	"	Frederick Woollett	120 0	18 0	9 0	78	124	50	
471	Eider	ditto	"	The North Europe Steam Navigation Company.	123 0	20 0	9 0	122	180	40	iron, screw.
472	City of Paris	ditto	1850	William White	165 0	22 0	12 0	255	345	140	iron.
473	Royal Adelaide	ditto	1832	M. F. Bremer	177 0	27 0	17 0	427	679	200	
474	Chilé	ditto	1856	George Peacock	179 0	28 0	16 0	618	713	60	iron, screw.
475	W. S. Lindsay	ditto	1852	W. S. Lindsay	189 0	28 0	17 0	560	644	50	iron, screw.
476	Express	ditto	1856	Alexander Hunter and others	88 0	18 0	10 0	37	93	50	iron.
477	Water Witch	Bideford	1835	G. B. Galloway	102 0	15 3	9 4	74	130	—	
478	Dart	Boston	1844	Thomas Wise and others	69 2	12 6	6 3	18	40	17	
479	Rapid	Bridgwater	1838	H. Fowells	64 3	14 4	7 9	8	54	31	
480	Perseverance	ditto	1840	ditto	69 3	16 1	8 0	13	74	36	
481	Lioness	Bristol	1834	Josh. Buckle and others	55 4	12 7	7 4	15	39	20	
482	Lion	ditto	1836	ditto	69 7	14 9	8 4	22	66	40	iron.

1833	Sampson	-	-	-	ditto	-	1838	Bristol General Steam pany.	Navigation Com-	73	3	15	2	9	6	25	86	55
184	Hercules	-	-	-	ditto	-	"	Josh. Buckle and others	-	69	2	14	7	8	5	15	64	40
185	Shamrock	-	-	-	ditto	-	1840	Bristol General Steam pany.	Navigation Com-	151	9	22	6	15	4	301	493	200
186	Air	-	-	-	ditto	-	1825	A. Drewe	-	92	5	16	2	9	0	59	122	-
187	Tiger	-	-	-	ditto	-	1841	T. Cole and others	-	75	3	15	0	9	4	43	99	55
188	Rose	-	-	-	ditto	-	1842	Messrs. Holmes & Co.	-	152	7	22	7	16	5	349	505	220
189	Sampson	-	-	-	ditto	-	1841	Thomas Cole and others	-	81	0	15	3	8	7	37	85	55
190	Wye	-	-	-	ditto	-	1843	John Jones and others	-	100	1	15	9	7	9	66	110	64
191	Avon	-	-	-	ditto	-	1844	Robert Bruce and others	-	112	5	15	5	8	7	51	91	50
192	Severn	-	-	-	ditto	-	"	- ditto	-	115	3	15	3	8	6	43	84	50
193	Usk	-	-	-	ditto	-	1838	James N. Holmes	-	97	0	15	4	9	1	77	129	60
194	Fury	-	-	-	ditto	-	1835	Josh. Buckle and others	-	57	3	13	4	7	6	13	51	30
195	Panther	-	-	-	ditto	-	1847	George Sennell & Co.	-	79	3	15	0	8	2	23	74	45
196	Dart	-	-	-	ditto	-	1849	Bristol General Steam pany.	Navigation Com-	116	6	15	3	8	3	93	149	60
197	Star	-	-	-	ditto	-	1835	Messrs. Booker & Pearson	-	125	0	20	1 in.	12	4	149	-	110
198	Fairy Queen	-	-	-	ditto	-	1850	John Jones	-	101	4	14	8	7	0	79	103	45
199	Stockton	-	-	-	ditto	-	1837	Bristol General Steam pany.	Navigation Com-	77	0	14	9	8	5	17	71	45
200	Royal Albert	-	-	-	ditto	-	1851	- ditto	-	81	6	14	5	8	7	24	72	45
201	Fearless	-	-	-	ditto	-	1853	- ditto	-	85	8	10	2	9	5	34	98	50
202	Calypso	-	-	-	ditto	-	1855	- ditto	-	190	0	27	0	13	0	364	535	67
203	Athlete	-	-	-	ditto	-	"	Messrs. Rowe & Powell	-	156	0	23	0	12	0	188	318	80
204	Juvena	-	-	-	ditto	-	1847	Bristol General Steam pany.	Navigation Com-	190	0	29	0	14	0	272	515	300
205	Swift	-	-	-	ditto	-	1844	- ditto	-	123	0	21	0	9	0	79	147	90
206	Junco	-	-	-	ditto	-	1853	- ditto	-	167	0	23	0	11	0	155	246	110
207	Shamrock	-	-	-	ditto	-	1840	- ditto	-	154	0	31	0	15	0	251	483	190
208	Dart	-	-	-	ditto	-	1849	- ditto	-	124	0	18	0	8	0	56	112	58
209	Taff	-	-	-	ditto	-	1856	- ditto	-	142	0	18	0	8	0	93	148	90
210	Phoenix	-	-	-	ditto	-	1838	- ditto	-	148	0	25	0	12	0	164	261	120
211	Pioneer	-	-	-	ditto	-	1856	John Edwards and others	-	175	0	23	0	13	0	257	378	100
212	Mystery	-	-	-	ditto	-	"	- ditto	-	111	0	21	0	12	0	150	186	30
213	Atlas	-	-	-	ditto	-	1855	John Jones and others	-	98	0	17	0	9	0	17	100	70
214	Princess Royal	-	-	-	ditto	-	1850	Bristol General Steam pany.	Navigation Com-	125	0	17	0	9	0	68	126	90
215	Vesta	-	-	-	Carnarvon	-	1848	Lord Newborough	-	114	0	20	4	12	2	88	176	70
216	Victoria	-	-	-	ditto	-	1854	Peter Jones and others	-	55	3 in.	8	6 in.	4	9	11	18	40
217	Superb	-	-	-	Cardiff	-	1828	William Bird and others	-	66	5 in.	14	4 in.	9	4	23	-	30
218	Cardiff Castle	-	-	-	ditto	-	"	Cardiff Steam Tug Company	-	76	9	17	0	10	0	22	91	60
219	William	-	-	-	ditto	-	1847	- ditto	-	74	9	14	8	8	4	26	67	25
220	Prospect	-	-	-	ditto	-	1837	- ditto	-	67	9	14	9	8	3	23	63	24
221	Christian Sinclair	-	-	-	ditto	-	1845	- ditto	-	77	0	15	2	9	0	24	76	45
222	Queen	-	-	-	ditto	-	1846	- ditto	-	77	7	15	3	9	3	22	79	45
223	Taliesen	-	-	-	ditto	-	1842	Cardiff Steam Navigation Company	-	114	4	16	5	9	1	85	158	80
224	Jenny Jones	-	-	-	ditto	-	1851	Cardiff Steam Packet Company	-	119	4	17	7	10	4	57	116	100
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iron, screw.
(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
525	Prince of Wales -	Carlisle	1843	Carlisle and Liverpool Steam Navigation Company.	Feet, 10 ^{ths} . 78 5	Feet, 10 ^{ths} . 16 5	Feet, in. 8 6	38	86	40	iron, screw.
526	Silloth -	ditto	1856	Silloth Bay Steam Navigation Company	154 0	21 0	11 0	198	292	68	iron, screw.
527	Beaufort -	Chepstow	1832	J. B. Irvine	70 6 in.	15 5 in.	6 4 ½	53	—	—	—
528	Worcester -	ditto	1838	J. E. Jenkins and others	68 0	15 0	7 5	17	60	32	—
529	Alma -	ditto	1855	W. C. Smith	105 0	18 0	7 0	115	132	20	iron, screw.
530	Vale of Clwyd -	Chester	1829	John Tarleton	101 5 in.	16 0	9 7	80	—	—	—
531	Cymro -	ditto	1826	Robert Roy	74 9	14 9	7 9	36	69	33	—
532	Scotia -	ditto	1847	Marquis Chandos	194 0	27 1	13 2	262	479	400	iron.
533	Test -	ditto	1852	E. F. French	76 8	15 2	8 8	23	73	32	—
534	Ocean -	ditto	1836	Marquis Chandos	154 7	22 6	15 4	219	426	239	—
535	Hercules -	ditto	1835	— ditto —	147 6	24 10	15 1	188	—	180	—
536	Contractor -	ditto	1852	Messrs. Willis & Chalmers	96 9	17 9	9 6	29	120	50	—
537	Hibernia -	ditto	1847	Marquis Chandos	197 3	25 6	14 1	282	486	370	iron.
538	Anglia -	ditto	"	— ditto —	190 0	26 2	13 8	201	420	350	iron.
539	Cambria -	ditto	1848	— ditto —	207 5	26 3	14 4	253	516	400	iron.
540	Royal Victoria -	ditto	1838	Jno. Tarleton	106 0	14 0	7 0	54	96	65	iron.
541	Premier -	Clay	1837	R. J. Breton	63 4	14 0	7 7	12	49	30	iron.
542	Economy -	ditto	1838	J. Chapman	62 1	13 8	11 6	18	50	25	—
543	Caledonia -	Colchester	1832	J. Mann	57 4 in.	14 2 in.	7 0	23	—	24	—
544	Undine -	Dartmouth	1847	J. Bailey & Co.	89 5	9 4	6 9	19	46	4	iron.
545	Dartmouth -	ditto	1856	R. M. Mortimore	85 0	12 0	5 0	31	41	20	iron.
546	Louisa -	ditto	"	John Moodie	90 0	9 0	3 0	22	35	10	iron.
547	Douro -	Dover	1850	Dover Harbour Trustees	92 7	16 9	10 1	54	119	90	—
548	Ondine -	ditto	1847	T. G. Churchward	151 0	19 0	10 0	78	160	68	iron.
549	Sydney -	Falmouth	1841	Richard Taylor	80 7	15 5	9 0	14	81	45	—
550	Venus -	Faversham	1832	Commission of the Faversham Navigation	54 8	10 4	6 6	9	28	16	—
551	Royal Consort -	Fleetwood	1844	T. Kemp	177 9	25 2	15 2	296	514	300	—
552	Princess Alice -	ditto	1843	Frederick K. Kemp and others	164 7 in.	23 3 in.	13 9	257	434	200	iron.
553	Flying Dutchman -	ditto	1852	Lancashire and Yorkshire Railway Company and others.	82 0	15 0	8 0	26	84	40	—
554	Prince Patrick -	ditto	1856	James Holme and others	231 0	25 0	14 0	391	621	300	iron.
555	Forager -	Powey	1826	William Lourey and others	82 5 in.	16 0	8 5	53	87	36	—
556	Columbine -	Gainsborough	1843	Gainsborough United Steam Packet Company.	113 0	15 0	8 5	56	85	40	—

557	Sea Nymph	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					Feet. 10 ^{ths} .	Feet. 10 ^{ths} .	Feet. in.				
600	Pelham	-	1828	Gainsborough United Steam Packet Com- pany.	77 10 in.	17 10 in.	8 7 1	60	-	40	
601	Lindsay	-	1836	- ditto -	89 8	16 6	8 0	48	85	-	
602	Calder	-	1823	John Holmes	80 11 in.	17 5 in.	7 8	76	-	30	
603	Transit	-	1821	W. B. Brownlow	161 1	20 9	15 1	332	498	150	
604	London	-	1825	- ditto -	123 0	18 9	12 3	150	249	90	
605	Hotspur	-	1839	Stephen Gray	59 5	14 2	6 9	14	46	24	
606	Queen of Scotland	-	1827	Joseph Gee	161 1	24 2	16 6	435	620	150	
607	Pelham	-	1837	Gainsborough United Steam Packet Com- pany.	97 0	17 1	8 4	81	133	40	
608	Helen M'Gregor	-	1848	Joseph Gee	180 0	25 0	15 8	486	601	220	
609	Amazon	-	1838	James Turner	69 2	14 5	8 4	18	64	33	
610	Gazelle	-	1832	W. B. Brownlow	151 7	19 5	13 1	269	402	100	
611	Rob Roy	-	1836	Joseph Gee	165 8	22 5	16 0	354	537	160	
612	Shannon	-	1846	W. Pim	70 0	15 1	9 0	9	82	-	
613	Emperor	-	1849	J. Gee	241 4	31 3	10 6	914	1,320	450	iron.
614	Manchester	-	"	Manchester, Sheffield, and Lincolnshire Railway Company.	164 9	22 4	9 6	174	291	150	
615	Eliza	-	1836	S. Grey	67 3	13 2	8 2	20	54	30	iron.
616	Sheffield	-	1849	Manchester, Sheffield, and Lincolnshire Railway Company.	160 8	21 9	9 1	149	245	150	
617	Black Eagle	-	1851	W. Jeall	76 6	16 5	9 6	33	89	48	iron.
618	Iris	-	1838	W. B. Brownlow	115 0	18 8	9 0	97	158	90	
619	Fire Queen	-	1845	W. Ward	132 4	18 0	9 2	81	149	40	wood, screw.
620	Fairy	-	1851	Ayre & Co.	113 2	17 6	10 5	111	165	60	iron, screw.
621	Emerald Isle	-	1836	Joseph Gee	135 8	21 6	14 6	270	409	150	
622	Duncannon	-	1841	Messrs. Duncan	78 5	15 8	8 8	34	83	38	
623	Albatross	-	1834	W. B. Brownlow	123 3	18 9	11 5	168	250	90	
624	Rob Roy	-	1847	W. Teall	70 6	14 4	8 0	13	55	-	
625	Eagle	-	1853	W. B. Brownlow	183 0	26 7	15 6	423	628	100	iron, screw.
626	Lady Seale	-	1846	W. S. Andrews	119 5	20 2	13 0	184	263	50	wood, screw.
627	William and John	-	1842	J. Richardson	71 8	16 5	9 0	24	79	36	
628	Glen Albion	-	1832	T. Ringrose	145 3	17 8	11 4	190	284	100	
629	Middlesboro'	-	1839	W. Teall	72 2 in.	15 1 in.	8 4	25	72	36	
630	Cottingham	-	1854	Joseph Gee and others	198 9 in.	29 2 in.	15 8	548	775	140	iron, screw.
631	Falcon	-	"	Brownlow & Pearson	121 5 in.	23 2 in.	14 2	347	477	100	iron, screw.
632	Ocean Queen	-	"	Messrs. Depledge & Duncan	137 5 in.	18 2 in.	9 8	176	219	50	iron, screw.
633	Corkscrew	-	1844	Messrs. Leetham	108 7 in.	20 3 in.	12 1	160	205	26	iron, screw.
634	Humber	-	1854	Messrs. Wilson & Co.	162 3 in.	25 1 in.	14 3	400	586	112	iron, screw.

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(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
681	President	Liverpool	1839	Liverpool Steam Tug Company	Feet. 10 ^{ths} . 109 3	Feet. 10 ^{ths} . 19 4	Feet. in. 11 1	83	201	100	
682	Victoria	ditto	1837	ditto	111 5	19 7	12 2	93	220	100	
683	Nemesis	ditto	1839	John Laird	162 8	28 2	10 3	281	439	—	
684	Albert	ditto	1840	Liverpool Steam Tug Company	111 5	20 2	11 5	82	209	100	
685	Tower	ditto	1836	Mersey and Irwell Navigation Company	81 6	16 1	8 5	47	97	50	
686	Phlegethon	ditto	1840	John Laird	156 2	25 3	10 1	180	322	—	
687	Rival	ditto	1834	Mersey and Irwell Navigation Company	81 1	16 2	8 0	50	100	50	
688	Eclipse	ditto	1826	T. M. Tear	104 0	16 9	10 8	98	174	—	
689	Troubadour	ditto	1841	J. E. Redmond	172 6	24 2	13 6	400	616	240	
690	Mersey	ditto	"	E. Willoughby & Son	87 5	16 4	7 9	74	107	45	
691	Blanche	ditto	"	Trustees of the Duke of Bridgewater	105 4	17 1	8 0	156	204	—	
692	Windermere	ditto	1835	Elizabeth Winder	97 4	14 2	17 7	71	109	50	
693	Elizabeth	ditto	1836	Messrs. Clare & Pennington	61 5	13 8	6 3	51	—	36	
694	Queen of Beauty	ditto	1845	W. R. Coulborn	120 0	15 7	7 0	64	103	30	
695	Birkenhead	ditto	1846	E. Willoughby & Son	100 7	17 1	10 0	62	133	60	
696	James Atherton	ditto	"	W. R. Coulborn	116 0	16 3	7 6	67	108	50	
697	Maid of Islay	ditto	1824	W. C. Townley	94 2 in.	18 5 in.	11 4 ½	87	—	—	
698	New Grenada	ditto	1846	Pacific Steam Navigation Company	177 4	24 6	14 6	429	649	—	
699	Liver	ditto	1846	Liverpool Steam Tug Company	104 8	19 1	10 0	90	197	100	
700	Britannia	ditto	1847	E. Willoughby & Son	111 6	17 0	8 5	81	124	100	
701	Colchester	ditto	1840	E. Forster and others	91 2	16 9	9 8	35	119	20	
702	Queen	ditto	1842	J. H. Humfrey	99 0	13 8	7 5	52	78	32	iron.
703	Powerful	ditto	"	Thomas Lyon and others	102 5	19 1	10 5	32	143	120	
704	Egremont	ditto	1836	J. Prestopino	87 7	17 4	8 2	69	130	—	iron.
705	Bolivia	ditto	1849	Pacific Steam Navigation Company	197 5	26 0	15 0	509	773	—	iron.
706	Wallasey	ditto	1847	W. R. Coulborn	109 8	16 6	9 0	49	110	45	
707	Fairy	ditto	1849	ditto	118 0	16 0	7 5	75	112	58	iron.
708	Duke of Sussex	ditto	1840	W. Forster	82 0	15 8	8 8	31	91	40	
709	Queen	ditto	1844	W. J. Rudd	109 4	21 2	9 7	126	174	60	iron.
710	Wirral	ditto	1846	ditto	109 1	20 9	11 0	111	192	60	iron.
711	Independence	ditto	1850	P. Maddox and others	124 2	22 9	11 1	110	254	111	iron.
712	Prince Albert	ditto	1849	Marquis of Titchfield	78 0	16 4	8 8	24	75	45	
713	Hercules	ditto	1837	W. Downham	94 2	16 5	9 8	37	136	80	
714	Arno	ditto	1850	J. J. Bibby	190 0	26 4	16 6	463	669	100	
715	Zephyr	ditto	1832	Messrs. Owen	113 5	17 3 ½	10 7	104	176	90	iron, screw.
716	Mary Agnes	ditto	1848	Lancashire and Yorkshire Railway Company.	84 2	15 4	8 7	27	64	40	
717	Tartar	ditto	1849	Liverpool Steam Tug Company	113 9	20 2	11 3	113	245	110	

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(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued.*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
763	Bahiana	Liverpool	1854	South American General Steam Navigation Company.	Feet. 10 ^{ths} . 245 5 in.	Feet. 10 ^{ths} . 35 0	Feet. in. 22 8	936	1,580	200	iron, screw.
764	Pleiad	ditto	"	M. Laird	104 6 in.	20 4 in.	8 8	71	116	40	iron, screw.
765	Blarney	ditto	1846	William D. Appleby and others	134 7 in.	20 0	11 1	209	252	30	iron, screw.
766	Pilot	ditto	1854	Liverpool Steam Tug Company	109 3 in.	17 6 in.	8 1	64	112	60	iron.
767	Modern Athens	ditto	1836	Frank M. Mahon and others	118 5 in.	18 1 in.	12 2	76	201	120	iron.
768	Satellite	ditto	1841	John Watkins	136 0	16 4 in.	7 6	85	124	80	iron.
769	Surprise	ditto	1854	E. C. Silley	92 3 in.	16 7 in.	10 3	39	115	—	iron, screw.
770	Imperador	ditto	"	South American General Steam Navigation Company.	263 5 in.	35 2 in.	24 2	1,315	1,739	200	iron, screw.
771	Thomas Wilson	ditto	1845	Messrs. Coulborn	92 7 in.	14 8 in.	8 4	40	80	50	iron.
772	Lightning	ditto	"	Messrs. Cruse & Downham	27 7	14 2	6 9	20	—	50	iron, screw.
773	Loire	ditto	1854	Messrs. Vernon and others	177 3 in.	25 2 in.	12 8	321	379	70	iron, screw.
774	Pampero	ditto	"	South American General Steam Navigation Company.	198 3 in.	23 7 in.	15 8	431	498	120	iron.
775	Helena	ditto	"	Messrs. Sandon & Co.	182 8 in.	17 2 in.	10 8	181	235	60	iron, screw.
776	Isabella Croll	ditto	"	J. Grantham and others	163 7 in.	26 6 in.	14 9	421	525	78	iron, screw.
777	Helen Fawcett	ditto	1849	James Wilkin	107 9 in.	17 5 in.	10 3	45	136	—	iron, screw.
778	Imperatriz	ditto	1854	South American General Steam Navigation Company.	261 3 in.	35 0	23 8	1,311	1,738	200	iron, screw.
779	Cintra	ditto	"	Messrs. Bibby & Co.	173 4 in.	28 1 in.	14 9	349	516	166	iron, screw.
780	Pactolus	ditto	"	William James Lampont and others	238 5 in.	30 1 in.	20 2	653	857	180	iron, screw.
781	Conqueror	ditto	1848	Messrs. Binns	73 0	14 0	8 0	21	66	—	iron.
782	Queen	ditto	1840	Joseph Newton and others	106 0	20 0	10 0	91	181	150	iron.
783	Great Britain	ditto	"	The Liverpool and Australian Navigation Company.	274 0	48 0	31 0	1,733	1,811	500	iron, screw.
784	Vestal	ditto	1835	Baynes and Mackay	180 0	21 0	13 0	173	—	130	iron, screw.
785	City of Baltimore	ditto	1810	Charles Inman and others	325 0	38 0	25 0	1,225	2,368	500	iron, screw.
786	Curlew	ditto	1837	Ellis Hughes and others	96 0	16 0	8 0	44	82	30	iron.
787	Empress Eugenie	ditto	1855	Messrs. McClune & Tamplin.	306 0	40 0	26 0	2,165	2,720	90	iron, screw.
788	Royal Charter	ditto	"	The Liverpool and Australian Navigation Company.	306 0	40 0	26 0	555	2,719	200	iron, screw.
789	Corinthian	ditto	"	Messrs. Bibby and others	238 0	29 0	20 0	796	1,170	153	iron, screw.
790	Mæander	ditto	"	W. M. Moss and others	289 0	30 0	19 0	662	974	160	iron, screw.
791	Britannia	ditto	1828	John Watkins	94 0	16 0	10 0	62	99	50	iron.
792	Rattler	ditto	1855	James Tyrer and others	145 0	23 0	12 0	184	358	150	iron.
793	Hawk	ditto	"	Rowland Vist. Hill	84 0	17 0	8 0	118	142	15	iron, screw.
794	Labuan	ditto	"	Hugh H. Lindsay	170 0	27 0	19 0	400	589	80	iron, screw.
795	Ant	ditto	"	Messrs. Hetherington.	122 0	18 0	7 0	64	102	60	iron.

No.	Ship	Year	Owner	Agent	Port	Country	Material	Weight	Value	Remarks
706	Neptune	1853	Charles M'Iver	-	-	-	iron, screw.	10	18	iron.
707	Univers	1855	Peter Maddox and others	-	-	-	iron.	120	311	iron.
708	Albanian	"	Jno. Bibby and others	-	-	-	iron, screw.	180	1,033	iron, screw.
709	Euphrates	1854	Messrs. Bibby and others	-	-	-	iron, screw.	196	1,133	iron, screw.
800	Delance	1841	Thomas Redhead	-	-	-	iron.	150	240	iron.
801	Thessalia	1855	G. M. Papayanni and others	-	-	-	iron, screw.	200	1,168	iron, screw.
802	African	"	Messrs. Dixon	-	-	-	iron, screw.	256	1,529	iron, screw.
803	Enterprise	"	Peter Maddox and others	-	-	-	iron.	120	319	iron.
804	Aradia	"	G. M. Papayanni and others	-	-	-	iron, screw.	200	1,168	iron, screw.
805	Bee	"	Messrs. Hetherington	-	-	-	iron.	60	103	iron.
806	City of Washington	"	Messrs. Inman and others	-	-	-	iron, screw.	460	2,380	iron, screw.
807	Lioness	1836	G. H. Dixon and others	-	-	-	iron.	50	92	iron.
808	Victoria	1855	H. K. Aspinall	-	-	-	iron, screw.	30	88	iron, screw.
809	Primer Argentino	"	John Nicholson	-	-	-	iron.	160	460	iron.
810	Milan	"	F. Chapple and others	-	-	-	iron, screw.	16	1,082	iron, screw.
811	Vigo	"	John Laird	-	-	-	iron, screw.	400	1,953	iron, screw.
812	Star	1845	Robert Hetherington	-	-	-	iron, screw.	140	67	iron, screw.
813	Araxes	1855	William M. Moss and others	-	-	-	iron, screw.	180	1,156	iron, screw.
814	United States	"	Samuel Cearns and others	-	-	-	iron.	130	934	iron.
815	Great Conquest	"	John Strong and others	-	-	-	iron.	100	191	iron.
816	Cleator	1854	Thomas Ainsworth & Co.	-	-	-	iron, screw.	50	341	iron, screw.
817	Countess of Ellesmere	1852	W. V. Willes and others	-	-	-	iron.	100	158	iron.
818	Sultana	"	H. K. Aspinall	-	-	-	iron, screw.	30	49	iron, screw.
819	Khersonese	1855	Messrs. Johnson and Alexander	-	-	-	iron, screw.	200	1,384	iron, screw.
820	Panama	1856	The Pacific Steam Navigation Company	-	-	-	iron, screw.	40	201	iron, screw.
821	Braganza	"	F. Chapple and others	-	-	-	iron, screw.	80	506	iron, screw.
822	Archibald	1853	George Deakin	-	-	-	iron.	30	63	iron.
823	Protector	1856	R. Rately	-	-	-	iron, screw.	20	106	iron, screw.
824	Bee	"	R. Valiant	-	-	-	iron, screw.	70	518	iron, screw.
825	Annie Vernon	"	John Bacon and others	-	-	-	iron.	50	78	iron.
826	Toward Castle, Registered de novo. See No. 836.	1854	Messrs. Prendiville	-	-	-	iron, screw.	200	1,150	iron, screw.
827	Laconia	1856	G. M. Papayanni and others	-	-	-	iron.	60	120	iron.
828	Fire King	"	Messrs. Ward and Ross	-	-	-	iron.	40	68	iron.
829	Elizabeth	"	Thomas Redhead	-	-	-	iron.	80	290	iron.
830	Inca	"	The Pacific Steam Navigation Company	-	-	-	iron.	135	217	iron.
831	Druid	"	John Hunter and others	-	-	-	iron.	80	148	iron.
832	Coret	1854	Messrs. Forster	-	-	-	iron.	100	200	iron.
833	Fury	1856	James Tyrer and others	-	-	-	iron.	80	179	iron.
834	Prowler	"	ditto	-	-	-	iron, screw.	70	497	iron, screw.
835	Beirout	"	C. P. Lascardi	-	-	-	iron.	50	73	iron.
836	Toward Castle	1854	E. Prendiville and others	-	-	-	iron.	180	337	iron.
837	Blazer	1856	James Tyrer and others	-	-	-	iron.	60	81	iron.
838	Conqueror	"	Messrs. Cruize and Downham	-	-	-	iron, screw.	40	35	iron, screw.
839	Mystery	1845	Charles M'Iver	-	-	-	iron, screw.	180	1,387	iron, screw.
840	Rhone	1856	Messrs. Bibby & Co.	-	-	-	iron, screw.	300	1,655	iron, screw.
841	Kangaroo	1853	William Inman	-	-	-	(continued)			

(continued)

NUMBER AND NAMES OF REGISTERED STEAM VESSELS

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.				TONNAGE.		Horse Power.	
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.			
842	Favourite	-	1856	Messrs. Craggs and Maddock	Feet. 10 ^{ths} .	Feet. 10 ^{ths} .	Feet. in.	63	101	60	iron.	
843	Koh-i-noor	-	1850	John Orrell	92 0	18 0	9 0	44	71	52	iron, screw.	
844	Sovereign	-	1856	John Erskine and others	147 0	12 0	5 0	298	438	90	iron, screw.	
845	Albion	-	1834	R. Lloyd	177 0	25 0	12 0	78	123	60	iron, screw.	
846	Saladin	-	1856	Messrs. Holt and others	115 0	16 0	10 0	346	510	60	iron, screw.	
847	The Test	-	1855	J. Mondel and others	183 0	24 0	14 0	53	78	40	iron, screw.	
848	St. Andrew	-	1856	William M. Moss	108 0	14 0	9 0	824	1,212	200	iron, screw.	
849	Danube	-	"	Messrs. Bibby and others	253 0	32 0	22 0	942	1,385	180	iron, screw.	
850	Italian	-	1855	Messrs. Denny	257 0	34 0	22 0	533	783	112	iron, screw.	
851	President	-	1839	J. R. Murphy and others	230 0	28 0	18 0	112	179	100	iron, screw.	
852	Prince Arlhur	-	1855	J. P. Schilizzi	114 0	21 0	11 0	997	1,166	180	iron, screw.	
853	Plymlymon	-	1856	Messrs. Vernon	235 0	33 0	21 0	141	208	50	iron, screw.	
354	Valparaiso	-	"	The Pacific Steam Navigation Company	125 0	20 0	11 0	839	1,059	320	iron.	
855	Nymph	-	1851	Robert Hetherington	234 0	29 0	14 0	57	90	45	iron.	
856	Athens	-	1856	J. P. Schilizzi	113 0	17 0	7 0	502	739	130	iron, screw.	
857	Circassian	-	"	James Johnson and others	224 0	30 0	16 0	1,045	1,537	350	iron, screw.	
858	Atlas	-	1850	R. J. Nevill	255 0	39 0	23 0	6	78	50	iron.	
859	Samson	-	1845	C. A. Nevill	74 0	16 5	9 0	30	113	80	iron.	
860	Post Boy	-	1843	W. B. Roe	93 0	17 3	9 6	17	35	16	iron.	
861	Royal Victoria	-	1837	Sir S. M. Peto and Mr. R. Till	69 7	11 9	5 8	438	615	250	iron.	
862	City of Norwich	-	1851	W. S. Andrews, Sir S. M. Peto, and R. Till	187 0	22 8	15 4	472	682	200	iron.	
863	Arab	-	1835	- ditto	183 1	26 2	13 4	131	303	150	iron.	
864	Imperial	-	1851	Lowestoft Harbour and Railway Company	130 6	22 5	13 2	21	65	28	iron.	
865	Pursuit	-	1843	- ditto	72 6 in.	14 5 in.	8 7	12	46	20	iron.	
866	Cumberland	-	1847	William S. Andrews	62 1 in.	14 0	7 7	306	360	300	iron, screw.	
867	Victor	-	1842	- ditto	197 0	24 2	13 4	51	107	46	iron, screw.	
868	East Anglian	-	1854	Messrs. James and others	104 0	16 0	9 0	201	332	70	iron, screw.	
869	Lioness	-	1836	James Seals	148 4 in.	23 1 in.	13 5	13	44	26	iron, screw.	
870	Norfolk Hero	-	1848	Messrs Hetherington	58 7	13 7	7 5	19	65	33	iron, screw.	
871	Rambler	-	1846	T. Brown & Co.	73 3	14 9	8 7	15	54	28	iron, screw.	
872	Cumbria	-	1854	Joseph Mark and others	69 9	14 0	8 0	241	318	50	iron, screw.	
873	Senhouse	-	"	Joseph Mark	153 0	21 9 in.	12 5	32	95	50	iron, screw.	
874	Ann and Jane	-	1823	J. Johnson	80 0	16 0	9 0	27	-	-	-	
875	Majestic	-	1825	R. Johnston	67 6	16 1	9 1	21	-	-	-	
876	Genarrah	-	1834	Messrs. Reay and Stothart	56 2	14 8	7 11	28	-	-	-	
877	Ocean	-	"	W. Innis	58 10 in.	14 7 in.	7 10	18	-	-	-	
878	Endeavour	-	1838	J. Blakey and others	57 10 in.	12 4 in.	6 0	18	-	-	-	
		-			61 6	13 5	7 4	48	-	-	-	

879	John and William Blossom	ditto	1838	J. Cooper, jun.	70	8	14	5	8	2	23	64	30
880	"	ditto	"	William and R. Hall	57	0	11	8	6	9	8	33	14
881	X. L.	ditto	1837	Ralph Wilson	44	6in.	11	0	6	4	11	59	—
882	Margaret	ditto	1839	George Brown	67	1	14	7	8	1	15	52	—
883	Prince Albert	ditto	1842	T. Ellis	66	2	13	4	7	8	15	38	15
884	Lanrel	ditto	1842	M. Harrison	70	0	11	7	6	1	19	76	—
885	William and Mary	ditto	1843	W. Tase	73	7	15	6	8	7	25	72	27
886	Ellen Browne	ditto	"	Harrison and others	68	0	15	0	8	6	22	63	33
887	Messenger	ditto	"	J. Dove	70	0	14	6	8	3	19	56	28
888	Samson	ditto	1844	J. Clark	67	1	14	4	7	8	16	37	—
889	Don	ditto	1845	J. Wilson	59	5	12	7	7	0	13	37	—
890	Admiral	ditto	1843	A. Strong	73	3	16	0	8	7	23	76	—
891	Mary	ditto	1833	John Charlton and James Swallow	52	2	12	4	6	8	11	31	—
892	Joseph and William	ditto	1845	J. Watson	63	7	12	7	7	9	14	44	20
893	Alice	ditto	1846	R. Mitchell	71	5	14	0	8	5	20	61	30
894	Wilberforce	ditto	"	J. Richardson	72	9	15	0	8	0	23	67	38
895	Good Intent	ditto	1838	W. Rippon	64	3	13	8	8	1	17	55	25
896	Syren	ditto	1836	J. Dial	57	9	13	5	7	2	14	41	18
897	Hotspur	ditto	1838	W. Minto	61	5	13	3	7	3	13	42	15
898	Caledonia	ditto	1846	S. Bengall	72	9	14	8	19	61	19	61	30
899	Onyx	ditto	1847	W. Chambers	65	7	13	1	8	1	18	51	20
900	Ranger	ditto	"	A. Strong	83	4	17	2	9	3	20	92	—
901	Sampson	ditto	1846	R. Strong and others	68	9	14	2	7	9	19	58	30
902	Margaret	ditto	1839	J. Hedley and others	55	7	12	8	6	9	13	37	20
903	Undaunted	ditto	1838	R. Dawson	63	2	12	3	7	3	18	48	20
904	Tiger	ditto	"	G. Redhead and others	50	0	13	1	7	4	13	42	18
905	War Eagle	ditto	1847	J. Markham	71	7	13	1	8	4	16	59	30
906	Ayrshire	ditto	1848	E. Flina	66	6	13	1	8	1	15	49	23
907	Wanderer	ditto	"	J. Foster	73	0	14	5	8	4	24	65	25
908	Elswick	ditto	"	J. Newton and others	69	0	14	0	8	4	14	55	40
909	Express	ditto	"	T. Nelson	70	0	12	3	6	5	10	38	18
910	Chevy Chase	ditto	"	J. Ormston	156	1	22	8	12	9	285	366	80
911	Sceptre	ditto	1825	T. Errington	63	3	13	6	7	8	16	53	25
912	Earl Percy	ditto	1849	J. Ormston	163	0	23	3	13	9	305	394	80
913	Neptune	ditto	1837	H. Metcalfe	128	6	18	2	12	5	174	278	100
914	Vespers	ditto	1841	J. Hopper	59	5	11	8	6	3	14	32	10
915	Tyne	ditto	1852	T. Bailes	156	0	20	5	10	10	165	264	100
916	Merry Andrew	ditto	1853	The Crown	109	6	18	6	10	1	65	156	—
917	Ocean Bride	ditto	"	J. Forster	68	2	13	2	7	2	21	48	—
918	Robert and Jane	ditto	1847	J. Lakey	65	6	11	3	6	0	13	31	14
919	John Bowes	ditto	1852	C. M. Palmer	148	9	25	7	15	6	375	485	70
920	Wanderer	ditto	1843	J. Hopper	70	5	11	6	6	2	15	36	14
921	Phoenix	ditto	1853	John Ward	143	0	24	3	14	4	244	401	220
922	Anne	ditto	"	J. Dobson	63	0	11	5	6	6	12	31	14
923	William	ditto	1842	W. Charlton	72	0	11	4	8	0	13	34	15
924	Wonder	ditto	1854	John Forster	73	2	13	7	8	0	19	55	23
925	Wm. Cargill	ditto	1850	William Nelson	65	5	12	0	7	0	9	40	14
926	Blessing	ditto	1838	Thomas Errington and others	59	9	13	7	7	7	12	47	—
927	Nile	ditto	1853	Messrs. G. & E. Joicey	79	4	15	5	9	0	23	77	36

iron, screw.

iron.

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(continued)

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued.*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
928	Volunteer	Newcastle	1854	William Laing & Co.	Feet. 10 ^{ths} . 138 0	Feet. 10 ^{ths} . 21 6	Feet. in. 13 6	223	313	60	iron, screw.
929	Waterman	ditto	"	Robert Scope	65 3	13 4	7 3	16	44	18	
930	Margaret Ansley	ditto	1852	Charles Carr	71 6	14 0	7 7	19	55	26	
931	Champion	ditto	1854	William Laing & Co.	149 0	22 8	12 4	252	336	70	iron, screw.
932	Whitley Park	ditto	"	Palmer Brothers & Co.	164 0	26 7	15 5	431	536	70	iron, screw.
933	Black Sea	ditto	"	Messrs. Palmer	163 0	26 0	15 0	424	527	80	iron, screw.
934	Little Western	ditto	1844	Messrs. Bootman	75 0	10 0	6 0	13	28	14	
935	Normandy	ditto	1855	Messrs. Palmer	150 0	22 0	13 0	265	352	50	iron, screw.
936	Rosedale	ditto	"	ditto	150 0	22 0	13 0	265	352	100	iron, screw.
937	Victoria	ditto	"	William Smith	119 0	22 0	14 0	78	274	180	
938	Dragon	ditto	"	H. W. Powell and others	85 0	16 0	8 0	13	93	40	iron.
939	Lord Raglan	ditto	"	John Ormston and others	190 0	27 0	13 0	350	516	86	iron, screw.
940	Elba	ditto	"	R. S. Newall	200 0	28 0	16 0	418	633	80	iron, screw.
941	Twilight	ditto	1846	William Nelson	74 0	13 0	6 0	11	35	20	
942	Engineer	ditto	1853	Robert Redhead and others	72 0	14 0	7 0	12	46	25	
943	Queen Victoria	ditto	1855	M. R. Bigge and others	196 0	33 0	20 0	1,044	1,151	80	iron, screw.
944	Forester	ditto	1848	Joseph Mills	75 0	13 0	6 0	11	36	18	
945	Honor	ditto	1853	William Brown and George Brewis	69 0	13 0	7 0	10	38	18	
946	Carbon	ditto	1855	Messrs. Hedley	174 0	27 0	19 0	399	586	80	iron, screw.
947	Otter	ditto	"	John Armston and John Dobson	188 0	25 0	15 0	321	472	80	iron, screw.
948	Matilda	ditto	"	William Forster	48 0	9 0	3 0	6	8	7	
949	Brigadier	ditto	"	W. Laing and W. D. Stephens	170 0	24 0	13 0	302	444	70	iron, screw.
950	Stella	ditto	"	Nicholas Douglass and others	74 0	14 0	7 0	11	48	24	
951	Queen of the Tyne	ditto	1843	John Grey	73 0	13 0	6 0	14	36	18	
952	Olive	ditto	1848	John Swanston and others	75 0	13 0	6 0	14	39	18	
953	Sylph	ditto	1856	Messrs. Palmer	106 0	16 0	9 0	47	112	60	iron.
954	Tyne	ditto	"	Messrs. Palmer and others	169 0	26 0	15 0	423	521	70	iron, screw.
955	Beeswing	ditto	1842	George Elliott and others	72 0	12 0	6 0	14	33	18	
956	Neptune	ditto	1837	David Thornbury	59 0	14 0	7 0	12	42	20	
957	Amazon	ditto	1856	John Batey	72 0	13 0	7 0	11	41	20	
958	Alma	ditto	1855	Margaret Charlton	73 0	13 0	7 0	11	41	20	
959	St. George	ditto	1855	Messrs. Bigge & Mitchell	165 0	26 0	15 0	369	457	60	iron, screw.
960	Kitten	ditto	"	Messrs. Laing & Davies	50 0	17 0	5 0	11	25	20	wood, screw.
961	Scottish Maid	ditto	"	Messrs. Carr	73 0	13 0	7 0	15	43	20	
962	Duke of Northumberland	ditto	"	William Porteous	91 0	16 0	8 0	17	74	43	
963	Willington	ditto	"	Messrs. Adamson	84 0	17 0	9 0	12	74	40	
964	Energy	ditto	"	Messrs. Elliott	80 0	16 0	8 0	16	67	30	
965	Newcastle	ditto	1847	Messrs. Mures & Brown	75 0	13 0	6 0	12	36	18	
966	Blaydon	ditto	1856	Messrs. Cowan & Douglas	72 0	14 0	7 0	10	44	20	

967	Phoenix	-	-	-	Newport	1848	C. Hall	-	-	-	-	83	9	15	7	9	2	36	92	50
968	Carrs -	-	-	-	ditto	1852	Samuel Homfray	-	-	-	-	72	0	13	0	7	0	19	54	35
969	Thomas Powell	-	-	-	ditto	1856	Thomas Powell and others	-	-	-	-	161	0	25	0	14	0	272	400	70
970	Brunswick -	-	-	-	Plymouth	1825	W. S. Walker	-	-	-	-	149	5	18	5	11	2	172	277	100
971	Alert -	-	-	-	ditto	1831	J. Borthay	-	-	-	-	46	3	10	1	6	5	16	25	14
972	Queen -	-	-	-	ditto	1845	I. Harry and others	-	-	-	-	68	5	13	5	7	0	29	52	28
973	Sir Francis Drake	-	-	-	ditto	1823	W. Langdon	-	-	-	-	124	0	16	8	10	9	94	171	70
974	Alert -	-	-	-	ditto	1837	E. L. Elliott	-	-	-	-	90	0	11	2	5	4	24	43	28
975	Lord Yarborough	-	-	-	ditto	1826	J. B. Wilcocks	-	-	-	-	86	2	12	3	9	3	36	79	60
976	Gipsy	-	-	-	ditto	1845	Messrs. Gilbert and Wilcocks	-	-	-	-	72	0	12	0	6	0	29	43	22
977	Emperor -	-	-	-	ditto	1842	James Joll and others	-	-	-	-	89	0	14	0	6	0	45	72	32
978	Purbeck -	-	-	-	Poole	1850	W. J. Pike	-	-	-	-	72	0	13	0	6	7	22	48	20
979	Her Majesty	-	-	-	Portsmouth	"	Portsmouth and Ryde Steam Packet Com- pany.	-	-	-	-	129	1	14	0	7	2	48	74	40
980	Princess Royal	-	-	-	ditto	"	-	-	-	-	-	107	6	13	2	8	3	57	87	40
981	Prince of Wales	-	-	-	ditto	"	-	-	-	-	-	107	6	13	2	8	3	57	87	40
982	Prince Albert	-	-	-	ditto	1847	-	-	-	-	-	96	0	12	4	8	1	46	67	50
983	Union	-	-	-	ditto	1822	-	-	-	-	-	87	3	11	0	7	5	31	54	30
984	Ranger	-	-	-	ditto	1851	W. Wray	-	-	-	-	72	5	14	8	8	6	22	44	35
985	Chieftain	-	-	-	ditto	1850	-	-	-	-	-	69	5 in.	13	5 in.	8	3	22	53	28
986	Ursa Major	-	-	-	ditto	1856	-	-	-	-	-	90	0	17	0	9	0	20	82	45
987	Prince of Wales	-	-	-	Preston	1842	Frederick Kemp and others	-	-	-	-	159	6	24	6	13	5	279	466	260
988	Experiment	-	-	-	ditto	"	W. Bond	-	-	-	-	60	0	10	9	6	5	19	34	-
989	Lily -	-	-	-	ditto	1839	-	-	-	-	-	82	6	13	2	8	0	50	76	34
990	Gem -	-	-	-	ditto	1836	E. Pedder	-	-	-	-	152	4	18	0	9	1	117	179	-
991	Alice -	-	-	-	ditto	1843	W. Humber	-	-	-	-	56	0	13	0	6	9	10	34	16
992	Preston	-	-	-	ditto	1853	W. Thralfall	-	-	-	-	156	8	21	3	12	1	199	276	60
993	Stour -	-	-	-	Ramsgate	1848	Corporation of Sandwich	-	-	-	-	57	8	12	5	6	6	10	32	19
994	Lee -	-	-	-	Rochester	1840	W. Lee	-	-	-	-	89	4	16	8	6	2	46	71	24
995	Prince Alfred	-	-	-	ditto	1846	E. Lacey	-	-	-	-	70	4	10	6	5	2	20	30	20
996	City of Rochester	-	-	-	ditto	1849	W. Giles & Co.	-	-	-	-	123	0	14	0	7	7	42	70	40
997	Princess Royal	-	-	-	ditto	1844	-	-	-	-	-	106	0	13	5	6	8	46	69	32
998	Queen of the Isles	-	-	-	ditto	1853	-	-	-	-	-	108	1	12	3	6	8	42	62	32
999	Alma -	-	-	-	ditto	1855	Messrs. Giles and Boucher	-	-	-	-	118	0	12	0	6	0	48	69	32
1,000	Erin -	-	-	-	Rye	1851	William Hoad and others	-	-	-	-	74	5 in.	13	4 in.	7	3	21	52	28
1,001	Express -	-	-	-	St. Ives	1847	Bristol and Hayle Steam Packet Company	-	-	-	-	141	0	21	5	10	4	101	205	100
1,002	Cornwall	-	-	-	ditto	1841	-	-	-	-	-	151	1	20	9	13	5	171	304	90
1,003	Queen	-	-	-	ditto	1852	-	-	-	-	-	158	6	21	2 1/2	11	3	178	295	160
1,004	Harvest Home	-	-	-	Shields -	1847	Messrs. Joplin	-	-	-	-	65	3	13	7	8	3	13	49	20
1,005	Shannon	-	-	-	ditto	1848	B. Pearson	-	-	-	-	67	5	14	0	8	1	17	52	22
1,006	Waterton	-	-	-	ditto	"	W. Gibson	-	-	-	-	66	3	13	4	8	1	16	51	23
1,007	Helen McGregor	-	-	-	ditto	"	Messrs. Bengall	-	-	-	-	66	6	13	0	8	3	13	47	25
1,008	Morley's	-	-	-	ditto	1827	R. Galileo	-	-	-	-	59	8	12	2	7	2	19	45	16
1,009	Trump	-	-	-	ditto	1841	E. Young and others	-	-	-	-	70	0	14	9	8	4	16	61	30
1,010	Queen Victoria	-	-	-	ditto	1837	W. Thorp	-	-	-	-	65	2	14	0	7	6	15	51	28
1,011	Pomona	-	-	-	ditto	1849	A. Sweeney	-	-	-	-	63	3	13	2	6	6	13	35	16
1,012	Britannia	-	-	-	ditto	"	G. Redhead	-	-	-	-	71	4	14	8	8	5	18	62	30
1,013	Prince Albert	-	-	-	ditto	1840	T. Dawson	-	-	-	-	66	2	13	4	7	8	15	52	20

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Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.	
1,014	Conquest	Shields	1848	J. Smith and others	Feet. 10 ^{ths} . 72 8	Feet. 10 ^{ths} . 14 6	Feet. in. 8 6	18	62	29
1,015	Tyne	ditto	1837	Jno. Tinley	71 7	20 4	8 1	37	106	36
1,016	Durham	ditto	1830	- ditto	67 4	15 8	8 1	21	81	30
1,017	Northumberland	ditto	1837	- ditto	65 9	16 6	8 4	18	74	33
1,018	Blyth	ditto	1851	W. J. Sidney	71 0	14 8	8 3	23	62	26
1,019	Rising Sun	ditto	1838	J. Carson	66 3	14 3	8 2	15	58	30
1,020	Bannockburn	ditto	1847	T. Brewis	67 0	14 3	8 3	14	56	25
1,021	Ann and Jane	ditto	"	W. Milburn	60 2	13 2	6 7	11	36	16
1,022	Victory	ditto	1851	J. Pletts	78 3	15 8	8 8	23	77	36
1,023	Grace Darling	ditto	"	J. Rutter and others	61 6	10 9	6 4	11	28	12
1,024	Conqueror	ditto	"	W. Hall	75 0	14 5	8 7	25	69	30
1,025	Tam O'Shanter	ditto	"	R. Chisholm	74 8	14 6	8 9	19	66	30
1,026	Pilot	ditto	1831	F. Sill	53 4	13 3	7 6	14	40	18
1,027	Britannia	ditto	1852	E. Pearson	74 7	15 1	8 8	26	71	33
1,028	Corsair	ditto	"	J. White	76 6	15 0	8 7	33	81	35
1,029	Vigilant	ditto	1851	Marquis Titchfield	78 0	16 2	9 1	38	90	50
1,030	Henry Wright	ditto	1852	W. Wright	93 8	18 0	9 7	42	112	50
1,031	Pilot	ditto	"	South Shields Pilot Society	84 3	16 8	9 5	32	95	45
1,032	Paragon	ditto	"	J. Robson	75 4	15 0	8 8	20	70	32
1,033	Robert and Ann	ditto	1843	J. Oxley	66 2	14 3	8 0	18	58	26
1,034	Welcome	ditto	1847	J. B. Scott	67 2	14 4	8 1	14	55	29
1,035	Marshall	ditto	1852	T. Robson	66 3	12 9	7 0	18	44	18
1,036	Advance	ditto	1838	W. Burrell	61 0	14 1	7 7	15	48	25
1,037	Mallard	ditto	1839	Thomas Parker and others	65 8	14 3	8 0	19	56	28
1,038	Avenger	ditto	1848	A. N. Coe	75 9	14 9	8 8	22	88	30
1,039	Alert	ditto	1837	W. Burrell	72 1	15 2	8 1	18	66	30
1,040	John Hutton	ditto	1853	Anthony Strong	67 5	13 2	7 1	15	42	25
1,041	Esther	ditto	1835	J. W. Robson	55 5 in.	13 5 in.	7 2	22	—	18
1,042	John Lee	ditto	1847	W. Miller	60 0	12 9	7 1	10	35	18
1,043	Test	ditto	1853	A. R. Grant	79 5	15 5	9 2	31	82	35
1,044	Economy	ditto	1848	W. Minter	65 0	13 8	7 9	17	51	26
1,045	Sir Isaac Newton	ditto	1853	Messrs. Kidston & Co.	80 0	15 0	8 9	29	78	30
1,046	St. Clare	ditto	"	R. Reay	67 2	12 8	6 9	16	40	18
1,047	Margaret and Mary	ditto	1837	J. Pearson	57 8	14 1	7 2	14	43	20
1,048	Jubilee	ditto	1847	Messrs. Thompson	66 4 in.	13 6 in.	8 1	13	49	22
1,049	British Hero	ditto	1848	Messrs. Barker	80 7 in.	16 0	9 0	23	79	40
1,050	Lees	ditto	1853	Robert Lee	73 0	14 3 in.	8 5	21	61	25
1,051	Dart	ditto	1849	Messrs. Toplin	69 6 in.	12 7 in.	6 9	19	44	—
1,052	Harmony	ditto	1847	James Stevenson	66 1 in.	13 2 in.	8 0	14	47	20

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued.*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet.</i> 10 ^{ths} .	<i>Feet.</i> 10 ^{ths} .	<i>Feet.</i> in.				
1,099	Isabella	-	1856	Cuthbert Murray	76 0	15 0	8 0	8	57	30	
1,100	Bull Dog	-	"	James Hall	79 0	16 0	8 0	12	59	30	
1,101	Alfred	-	"	William Wright	110 0	18 0	9 0	32	122	70	iron.
1,102	Expert	-	"	John R. Lawson and others	75 0	15 0	8 0	10	51	25	
1,103	Enterprise	-	"	Messrs. Hunter & Grant	80 0	15 0	8 0	9	60	30	
1,104	Echo	-	"	William Gibson	81 0	16 0	8 0	17	65	33	
1,105	Andrew Woodhouse	-	"	George Laing and other	85 0	17 0	9 0	15	79	40	
1,106	Apollo	-	"	George Burnett	78 0	15 0	9 0	16	62	30	
1,107	Imperial Prince	-	"	George Chisholm	86 0	17 0	9 0	15	74	40	
1,108	Lass o' Gowrie	-	"	George Lamb	79 0	16 0	9 0	12	65	27	
1,109	Adur	-	1855	Messrs. Mitchell	79 0	16 0	8 0	12	63	70	
1,110	Don	-	1851	John Bartley and others	76 0	15 0	7 0	18	54	30	
1,111	Ruby	-	1841	W. A. Fitzhugh	114 9	16 4	8 1	63	111	40	
1,112	Duke of Buccleugh	-	1830	- ditto	74 3	11 6	7 8	32	54	25	
1,113	Earl of Malmesbury	-	1825	- ditto	85 3	15 6	9 9	49	98	36	
1,114	Solent	-	1841	Solent Sea Steam Packet Company	82 0	13 6	7 6	34	61	26	
1,115	Pearl	-	1844	W. A. Fitzhugh	89 9	13 3	7 9	33	64	32	
1,116	Wonder	-	"	New South Western Steam Navigation Com- pany.	158 0	20 6	10 1	168	250	160	
1,117	South Western	-	1843	- ditto	143 0	18 0	10 8	132	204	80	
1,118	Transit	-	1835	- ditto	126 0	19 6	13 0	160	267	80	
1,119	Express	-	1847	- ditto	159 0	21 4	10 4	152	255	180	
1,120	Courier	-	"	- ditto	167 0	22 5	10 8	196	314	200	
1,121	Queen	-	1848	W. A. Fitzhugh	117 1	14 0	7 5	56	98	40	iron.
1,122	Dispatch	-	1847	New South Western Steam Navigation Com- pany.	166 7	22 1	11 6	197	320	200	
1,123	Mary	-	1851	J. Moody	78 8	8 3	4 8	17	25	12	iron.
1,124	Medina	-	1852	W. A. Fitzhugh	120 8	14 9	8 6	63	101	50	
1,125	Atalanta	-	1836	New South Western Steam Navigation Com- pany.	160 4	22 1	12 7	179	315	120	
1,126	Gem	-	1840	J. Stace & Co.	107 6	14 9	8 0	47	87	40	iron, screw.
1,127	Argyle	-	1851	H. Lowndes	99 0	16 3	7 4	65	92	20	
1,128	Belmont	-	1841	Southampton Steam Towing Company	72 4	15 9	8 7	21	72	45	
1,129	Aid	-	1852	- ditto	82 8	16 0	9 4	32	90	110	
1,130	Union	-	1854	Union Steam Collier Company	157 5 in.	21 0	14 1	263	337	40	iron, screw.
1,131	Monarch	-	"	The Northampton Steam Towing Com- pany.	95 4 in.	17 5 in.	9 7	46	122	80	iron.

1,132	Briton	-	-	-	ditto	-	1854	Union Steam Collier Company	-	-	162	5 in.	23	2 in.	16	9	408	400	50	iron, screw.
1,133	Saxon	-	-	-	ditto	-	"	ditto	-	-	162	0	23	5 in.	15	7	372	440	100	iron, screw.
1,134	Norman	-	-	-	ditto	-	"	ditto	-	-	171	0	24	7 in.	16	8	417	531	60	iron, screw.
1,135	Dane	-	-	-	ditto	-	1855	ditto	-	-	177	0	24	0	16	0	421	526	60	iron, screw.
1,136	Alliance	-	-	-	ditto	-	"	London and South Western Railway Company.	-	-	175	0	23	0	14	0	168	360	225	iron.
1,137	Celt	-	-	-	ditto	-	"	Union Steam Collier Company	-	-	179	0	25	0	17	0	426	550	90	iron, screw.
1,138	Harve	-	-	-	ditto	-	1856	The London and South Western Railway Company.	-	-	184	0	24	0	14	0	200	387	220	iron.
1,139	Pioneer	-	-	-	ditto	-	"	Robert Ekless	-	-	113	0	20	0	9	0	60	136	90	iron.
1,140	Phoenix	-	-	-	ditto	-	1854	Southampton Steam Towing Company	-	-	72	0	19	0	7	0	30	70	40	-
1,141	John and Ann	-	-	-	Stockton	-	1833	A. Metcalfe	-	-	56	3 in.	14	6 in.	7	6	16	-	-	-
1,142	British Queen	-	-	-	ditto	-	1840	J. Strong	-	-	82	7	16	0	8	9	39	90	50	-
1,143	Vigilant	-	-	-	ditto	-	1843	Blakey & Co.	-	-	70	0	15	1	8	5	18	62	35	-
1,144	Reaper	-	-	-	ditto	-	1837	Messrs. Simpson & Reed	-	-	74	2	14	1	8	0	22	63	35	-
1,145	Commodore	-	-	-	ditto	-	1847	R. Thompson & Co.	-	-	81	0	14	6	8	4	29	75	42	-
1,146	Volligueur	-	-	-	ditto	-	1851	G. Craggs	-	-	83	0	15	9	8	6	29	82	45	-
1,147	Royal Sovereign	-	-	-	ditto	-	1832	J. Thirkell	-	-	52	3	12	3	6	7	10	36	-	-
1,148	Victory	-	-	-	ditto	-	1852	John Strong	-	-	107	8	18	3	10	9	53	167	80	-
1,149	Conquest	-	-	-	ditto	-	1840	John Strong	-	-	68	6	15	2	8	4	19	65	35	-
1,150	Hunter	-	-	-	ditto	-	1828	Joseph Wass	-	-	50	0	11	4	6	3	10	28	15	-
1,151	United Kingdom	-	-	-	ditto	-	1840	F. J. Leach	-	-	71	5	14	5	8	3	19	59	35	-
1,152	British Dominion	-	-	-	ditto	-	1839	Messrs. Murphy and Evans	-	-	77	4	14	4	8	7	23	70	40	-
1,153	Reaper	-	-	-	ditto	-	1838	W. Duncan	-	-	62	6	13	7	6	13	13	46	32	-
1,154	Rendel	-	-	-	ditto	-	1847	T. Aylan	-	-	72	0	15	9	9	0	24	81	5	-
1,155	Advance	-	-	-	ditto	-	1854	John Vaughan and others	-	-	139	7	22	0	12	4	225	296	120	iron, screw.
1,156	Industry	-	-	-	ditto	-	1833	Frederick John Leach	-	-	61	1	13	1	8	4	10	47	25	-
1,157	Jane and Phoebe	-	-	-	ditto	-	1852	Thomas Mackay	-	-	70	0	14	6	8	2	17	57	31	-
1,158	Royal Princess	-	-	-	ditto	-	1855	William Hardcastle	-	-	102	0	17	0	8	0	37	94	50	-
1,159	Star	-	-	-	ditto	-	1852	Frederick John Leach	-	-	85	0	16	0	9	0	14	69	40	-
1,160	Stella	-	-	-	ditto	-	1856	ditto	-	-	88	0	17	0	9	0	20	81	50	-
1,161	Ironmaster	-	-	-	ditto	-	"	John Vaughan and others	-	-	178	0	24	0	13	0	268	394	240	iron, screw.
1,162	Tartar	-	-	-	ditto	-	1853	Isaac Wilson and others	-	-	79	0	16	0	8	0	21	61	30	-
1,163	Belmont	-	-	-	ditto	-	"	Stockton and Darlington Railway Company	-	-	81	0	17	0	9	0	19	73	35	-
1,164	Neptune	-	-	-	Sunderland	-	1826	R. Watson and others	-	-	64	6 in.	22	2 in.	7	7½	41	-	-	-
1,165	Susanna	-	-	-	ditto	-	1835	R. Lister	-	-	46	9	11	2	6	2	9	24	12	-
1,166	Pride of the North	-	-	-	ditto	-	1837	T. Winter	-	-	44	4	9	5	5	6	7	17	-	-
1,167	Milo	-	-	-	ditto	-	1832	M. Taylor	-	-	65	6	13	5	7	7	27	55	31	-
1,168	Lady Adelaide	-	-	-	ditto	-	1839	Marquis of Londonderry	-	-	63	3	13	2	8	2	15	55	80	-
1,169	Earl of Sunderland	-	-	-	ditto	-	1846	ditto	-	-	72	5	15	2	8	9	17	74	4	-
1,170	Jack Tar	-	-	-	ditto	-	1829	R. Lister	-	-	45	7	10	7	5	3	7	20	-	-
1,171	Conqueror	-	-	-	ditto	-	1847	J. Welch	-	-	67	0	13	1	7	8	13	48	28	-
1,172	Haswell	-	-	-	ditto	-	1838	C. Taylor	-	-	75	8	16	1	8	8	23	78	40	-
1,173	Wansbeck	-	-	-	ditto	-	1835	T. Winter	-	-	52	7	11	9	6	5	13	32	-	-
1,174	Pilot	-	-	-	ditto	-	1848	Guy Potts	-	-	67	8	14	6	7	9	16	52	48	-
1,175	Haswell	-	-	-	ditto	-	1844	W. Nicholson	-	-	75	8	15	8	9	0	21	79	45	-
1,176	Sea Horse	-	-	-	ditto	-	1840	River Wear Company	-	-	77	0	16	5	9	0	26	87	40	-
1,177	Pilot	-	-	-	ditto	-	1848	F. Taylor and others	-	-	67	3	14	1	8	0	17	51	56	-
1,178	Robert and Mary	-	-	-	ditto	-	1849	J. Wardle	-	-	66	6	13	3	8	1	14	48	26	-

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(continued)

(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet. 10/16s.</i>	<i>Feet. 10/16s.</i>	<i>Feet. in.</i>				
1,179	Whitwell -	Sunderland -	1844	W. Jameson -	64 0	14 2	7 9	16	53	25	
1,180	Firebrand -	ditto -	1847	James Ayre and others -	72 4	15 0	8 7	18	66	34	
1,181	Engineer -	ditto -	1848	N. Wood -	78 5	15 7	8 9	24	79	28	
1,182	Invincible -	ditto -	1839	R. Lister -	65 1	10 5	5 5	17	27	18	
1,183	Tom Bowline -	ditto -	1848	N. Cook -	63 5	12 8	7 7	14	43	25	
1,184	Vesta -	ditto -	1847	E. Brown -	58 3	12 8	7 0	10	36	18	
1,185	Tigress -	ditto -	1840	W. Isley -	62 9	13 6	7 6	15	47	16	
1,186	Scottish Maid -	ditto -	1851	T. Winter -	63 0	13 2	7 2	9	37	20	
1,187	Transit -	ditto -	1848	W. T. Bell -	65 2	14 5	7 8	14	50	26	
1,188	Welches -	ditto -	"	T. Weir and others -	63 3	13 3	6 5	16	39	28	
1,189	Harvest Home -	ditto -	1835	H. Rowell and others -	63 0	12 7	8 3	15	50	30	
1,190	Olive -	ditto -	1846	Sunderland Dock Company -	72 0	15 0	8 0	26	73	34	
1,191	Gently -	ditto -	"	Messrs. Wood & Company -	70 0	14 4 in.	8 2	18	58	32	
1,192	British Queen -	ditto -	1842	John Turnbull -	71 2 in.	13 5 in.	7 7	15	47	20	
1,193	Industry -	ditto -	1834	Taylor and Cook -	54 2 in.	11 4 in.	6 9	12	34	17	
1,194	Collingwood -	ditto -	1842	Messrs. Laythorpe and Gale -	54 5 in.	12 7 in.	6 7	11	33	16	
1,195	Hetton -	ditto -	1854	William Armstrong and others -	163 8 in.	28 0	16 2	431	560	70	iron, screw.
1,196	Falcon -	ditto -	1837	Michael Renwick -	66 6 in.	13 2 in.	6 6	13	46	27	
1,197	Earl of Durham -	ditto -	1854	Earl of Durham -	163 9 in.	28 0	16 4	407	554	70	iron, screw.
1,198	Cochrane -	ditto -	"	Nicholas Wood and others -	164 9 in.	26 4 in.	15 5	425	528	70	iron, screw.
1,199	Black Boy -	ditto -	"	Nicholas Wood -	164 0	26 5 in.	15 7	433	537	79	iron, screw.
1,200	Killingworth -	ditto -	1855	- ditto -	167 0	27 0	16 0	466	607	50	iron, screw.
1,201	Powerful -	ditto -	1843	Messrs. Wilkinson, Taylor, and Hudson -	72 0	15 0	8 0	12	63		
1,202	Secret -	ditto -	1851	William Laythorpe and others -	67 0	13 0	7 0	16	44	18	
1,203	Countess of Durham -	ditto -	1855	Messrs. Morton and Adamson -	175 0	28 0	15 0	530	646	80	iron, screw.
1,204	Clyde -	ditto -	1847	Francis Welch -	67 0	13 0	8 0	20	52	27	
1,205	Beaufort -	ditto -	1855	William Nicholson -	85 0	17 0	9 0	21	76	45	
1,206	Eagle -	ditto -	"	A. M. Loting and others -	82 0	16 0	9 0	15	73	45	
1,207	William and John -	ditto -	"	Messrs. Brown -	67 0	14 0	7 0	10	40	28	
1,208	Lambton -	ditto -	1852	George Frederick D'Arcy -	69 0	14 0	7 0	16	47	28	
1,209	Ovington -	ditto -	1838	Thomas Wood and others -	63 0	13 0	7 0	14	41	20	
1,210	Pilot -	ditto -	1856	John Lindsay and others -	86 0	13 0	9 0	52	82	45	
1,211	Enterprise -	ditto -	"	E. T. Gourlay and others -	179 0	28 0	16 0	395	581	70	iron, screw.
1,212	General Williams -	ditto -	"	Messrs. Gifford and Devy -	179 0	27 0	15 0	379	557	90	iron, screw.
1,213	Gipsy-King -	ditto -	1855	William Mills and others -	75 0	15 0	8 0	14	52	26	
1,214	Queen -	ditto -	1837	George Thurlbeck and others -	70 0	15 0	7 0	10	50	30	
1,215	Lady Alice Lambton -	ditto -	1853	Earl of Durham -	163 0	27 0	15 0	392	577	80	iron, screw.
1,216	Lion -	ditto -	1845	Edward Brown -	66 0	15 0	8 0	8	45	22	

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Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					Feet. 10 ^{ths} .	Feet. 10 ^{ths} .	Feet. in.				
1,260	Queen	Aberdeen	1845	Aberdeen, Leith and Clyde Shipping Company.	184 6	25 4	15 4	327	602	260	
1,261	Victory	ditto	1844	— ditto	91 2	14 5	9 0	41	92	60	
1,262	Earl of Aberdeen	ditto	1847	Aberdeen Steam Navigation Company.	207 9	27 0	17 8	595	908	380	
1,263	Victoria	ditto	1848	Aberdeen and Newcastle Steam Navigation Company.	148 5	19 9	10 2	153	279	110	
1,264	Royal Victoria	ditto	1835	Aberdeen Steam Navigation Company.	165 0	25 0	19 0	466	756	260	
1,265	Madagascar	ditto	1855	J. T. Rennie	165 0	23 0	13 0	320	398	60	iron, screw.
1,266	Fox	ditto	"	Sir Richard Sutton, Bart.	122 0	23 0	12 0	155	176	15	wood, screw.
1,267	Commodore	ditto	1838	James Sim and others	176 0	35 0	19 0	357	760	360	
1,268	Aberdeenshire	ditto	1855	Hardy Robinson and others	136 0	20 0	12 0	149	220	50	iron, screw.
1,269	Waldensian	ditto	1856	John Thomson	164 0	24 0	14 0	250	368	60	iron, screw.
1,270	Albert	Alloa	1840	Alloa and Stirling Steam Boat Company	121 6	19 0	8 0	92	146	75	
1,271	Prince of Wales	ditto	1845	— ditto	130 3	21 1	7 9	93	153	80	
1,272	Stirling Castle	ditto	1826	Andrew Ray, for Alloa and Leith Steam Packet Company.	88 0	16 9	8 0	51	92	40	
1,273	Ayrshire Lass	Ayr	1848	Girvan Steam Packet Company	88 3	19 0	7 4	70	95	25	iron.
1,274	Earl of Carrick	ditto	1855	James Paton and others	144 0	19 0	11 0	145	214	40	iron, screw.
1,275	Duke of Cornwall	Campbeltown	1842	Campbeltown and Glasgow Steam Packet Joint Stock Company.	122 0	18 2	9 5	105	189	90	
1,276	Celt	ditto	1848	— ditto	155 9	20 9	10 3	154	273	140	
1,277	Lass o' Gowrie	Dundee	1841	Dundee and Perth Steam Packet Company	114 2	15 0	8 4	74	127	50	
1,278	Dundee	ditto	1834	Dundee, Perth and London Shipping Company.	160 7	25 7	17 6	379	639	300	
1,279	Perth	ditto	"	— ditto	160 1	25 6	17 6	375	636	300	
1,280	Hercules	ditto	1853	— ditto	78 0	15 6	8 6	33	80	30	
1,281	Neptune	ditto	1848	— ditto	96 8 in.	19 2 in.	8 8	84	111	20	iron, screw.
1,282	Queen	ditto	1854	Dundee and Hull Shipping Company	134 5 in.	21 3 in.	13 4	163	252	70	iron, screw.
1,283	London	ditto	1856	John Symers and others	208 0	28 0	16 0	423	622	140	iron, screw.
1,284	Albion	Glasgow	1844	Glasgow and Stranraer Steam Packet Company.	145 0	21 3	10 6	157	282	150	
1,285	Scotia	ditto	1845	— ditto	141 3	17 5	8 7	82	165	80	iron.
1,286	Invincible	ditto	1844	John Barr	131 1	16 8	8 0	78	130	75	
1,287	Lady Kilburn	ditto	1843	Glasgow, Largs and Millport Union Steam Boat Company.	149 2	17 5	8 0	77	150	80	
1,288	Prince	ditto	1846	D. Campbell	120 6	15 1	8 4	58	107	48	
1,289	Satellite	ditto	1848	British and North American Royal Mail Steam Packet Company.	108 5	18 8	9 7	82	157	80	

1,290	Thistle	-	-	-	ditto	-	-	198	4	26	3	16	0	319	595	300	iron.
1,291	Star	-	-	-	ditto	-	-	156	0	17	9	8	4	95	186	100	iron.
1,292	Vigilant	-	-	-	ditto	-	-	75	1	15	9	8	9	24	75	40	iron.
1,293	Vesper	-	-	-	ditto	-	-	148	3	16	9	8	0	87	122	85	iron.
1,294	Industry	-	-	-	ditto	-	-	66	9	14	7	8	1	53	80	18	iron, screw.
1,295	Genova	-	-	-	ditto	-	-	163	5	24	5	15	4	350	520	120	iron.
1,296	Rose	-	-	-	ditto	-	-	184	5	23	0	12	8	244	444	200	iron.
1,297	Petrel	-	-	-	ditto	-	-	165	5	17	4	8	7	100	192	90	iron.
1,298	Lapwing	-	-	-	ditto	-	-	82	7	14	6	10	0	47	88	45	iron.
1,299	St. Columb	-	-	-	ditto	-	-	121	1	18	0	12	2	140	238	-	-
1,300	Prince Arthur	-	-	-	ditto	-	-	154	5	15	6	8	8	100	146	75	iron.
1,301	Pioneer	-	-	-	ditto	-	-	159	8	17	8	8	8	65	144	91	iron.
1,302	Dolphin	-	-	-	ditto	-	-	161	5	20	3	10	8	114	210	100	iron.
1,303	Cardiff Castle	-	-	-	ditto	-	-	170	3	19	0	9	3	97	207	74	iron.
1,304	Edinburgh Castle	-	-	-	ditto	-	-	138	1	15	8	7	5	43	89	55	iron.
1,305	Cygnets	-	-	-	ditto	-	-	77	5	14	5	10	0	61	100	50	iron.
1,306	Mary Jane	-	-	-	ditto	-	-	149	5	19	3	9	5	121	207	120	iron.
1,307	Inverary Castle	-	-	-	ditto	-	-	136	1	19	4	8	6	91	173	130	iron.
1,308	Glasgow	-	-	-	ditto	-	-	250	0	35	2	26	2	1,153	1,962	360	iron, screw.
1,309	Cosmopolitan	-	-	-	ditto	-	-	192	9	27	0	16	5	350	600	140	iron, screw.
1,310	Mountaineer	-	-	-	ditto	-	-	174	3	17	6	7	9	76	156	50	iron.
1,311	Lady Brisbane	-	-	-	ditto	-	-	133	0	17	4	8	5	80	140	76	iron.
1,312	Larriston	-	-	-	ditto	-	-	167	5	24	0	16	0	215	472	-	wood, screw.
1,313	Guy Fawkes	-	-	-	ditto	-	-	63	4	14	2	8	3	35	57	12	iron, screw.
1,314	Andes	-	-	-	ditto	-	-	236	6	33	2	24	0	773	1,440	300	iron, screw.
1,315	Arabia	-	-	-	ditto	-	-	284	2	37	3	27	6	1,359	2,393	900	iron, screw.
1,316	Alps	-	-	-	ditto	-	-	236	6	33	2	24	0	773	1,440	300	iron, screw.
1,317	Balbec	-	-	-	ditto	-	-	206	5	29	4	17	0	615	839	150	iron, screw.
1,318	Reindeer	-	-	-	ditto	-	-	166	0	15	7	7	3	84	143	70	iron.
1,319	Lyra	-	-	-	ditto	-	-	218	7	25	5	12	9	379	592	360	iron.
1,320	Tubal Cain	-	-	-	ditto	-	-	151	7	22	0	12	4	190	286	30	iron, screw.
1,321	British Queen	-	-	-	ditto	-	-	187	1	28	0	17	8	566	764	180	iron, screw.
1,322	Taurus	-	-	-	ditto	-	-	210	5	29	5	24	0	812	1,126	140	iron, screw.
1,323	Regalia	-	-	-	ditto	-	-	90	7	18	2	10	1	66	104	35	wood, screw.
1,324	Teneriffe	-	-	-	ditto	-	-	210	5	29	5	24	0	812	1,126	160	iron, screw.
1,325	Grecian	-	-	-	ditto	-	-	196	7	24	0	16	3	359	508	120	iron, screw.
1,326	Shandon	-	-	-	ditto	-	-	134	9	16	5	10	9	115	186	80	iron, screw.

Scot. S.S. Co. E 2

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NUMBER AND NAMES OF REGISTERED STEAM VESSELS

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued.*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet.</i> <i>10ths.</i>	<i>Feet.</i> <i>10ths.</i>	<i>Feet.</i> <i>ins.</i>				
1,327	Black Swan	Glasgow	1853	J. Colquhoun	139 4	19 4	11 6	146	236	50	iron, screw.
1,328	Jackal	ditto	"	British and North American Royal Mail Steam Packet Company.	125 4	19 5	9 8	111	180	80	iron.
1,329	Therese	ditto	"	Coasting Screw Steam Company.	90 7	16 4	8 7	68	96	20	iron, screw.
1,330	Emperor	ditto	1843	J. Anderson	121 7	16 1	7 2	62	109	50	iron.
1,331	Metropolitan	ditto	1853	Thames and Clyde Screw Steam Shipping Company.	198 4	27 0	15 3	350	598	120	iron, screw.
1,332	Maid of Lorn	ditto	1849	D. Stirling	82 5	13 6	8 9	71	120	60	iron.
1,333	Vesta	ditto	1853	Glasgow and Largs United Steam Boat Company.	160 0	16 1	9 7	77	132	70	iron.
1,334	Cambria	ditto	1844	British and North American Royal Mail Steam Packet Company.	217 4	33 8	24 2	760	1,423	500	
1,335	Asia	ditto	1850	- ditto -	265 2	37 2	27 2	1,214	2,227	816	
1,336	City of Worcester	ditto	"	W. Mutter	97 1	20 3	7 9	86	130	25	iron, screw.
1,337	Africa	ditto	"	British and North American Royal Mail Steam Packet Company.	265 6	37 2	27 2	1,216	2,226	650	
1,338	Karnak	ditto	1853	British and Foreign Steam Navigation Company.	210 5	29 5	24 0	794	1,127	140	iron, screw.
1,339	Venus	ditto	1852	Glasgow and Largs United Steam Boat Company.	172 0	17 1	8 2	97	174	92	iron.
1,340	America	ditto	1847	North American Royal Mail Steam Packet Company.	249 0	35 1 in.	25 3	984	1,826	600	
1,341	Brigand	ditto	1848	John Davidson & Co.	167 3 in.	22 7 in.	13 5	260	386	120	iron, screw.
1,342	Auguste Louise	ditto	1854	John M. Wood and others	134 5 in.	18 1 in.	10 8	131	201	40	iron, screw.
1,343	Clyde	ditto	"	The Clyde Screw Steam Packet Company	249 1 in.	30 2 in.	21 0	780	1,169	500	iron, screw.
1,344	Niagara	ditto	1847	The British and North American Royal Mail Steam Packet Company.	249 1 in.	35 1 in.	25 2	1,008	1,825	680	
1,345	Craignish Castle	ditto	1844	Peter McGregor	170 3 in.	19 0	9 3	111	206	70	iron.
1,346	Therese	ditto	1854	John Tennant	162 0	21 7 in.	11 7	240	330	60	iron, screw.
1,347	Irishman	ditto	"	Alexander A. Laird	153 1 in.	20 5 in.	12 5	186	270	60	iron, screw.
1,348	Athenian	ditto	"	W. Carter and others	241 2 in.	29 4 in.	20 0	520	978	200	iron, screw.
1,349	Marion	ditto	"	Messrs. Ray, Kerr, and others	116 3 in.	19 0	9 8	133	177	50	iron, screw.
1,350	Canada	ditto	1848	British and North American Royal Mail Steam Packet Company.	249 0	35 1 in.	25 7	102	932	698	
1,351	Jura	ditto	1854	- ditto -	313 8 in.	35 8 in.	27 6	1,068	2,241	400	iron, screw.
1,352	White Swan	ditto	"	William P. Kirkwood and others	145 4 in.	22 1 in.	13 2	198	320	72	iron, screw.
1,353	Vasco da Gama	ditto	"	The Glasgow and Lisbon Steam Packet Company.	131 9 in.	17 4 in.	10 0	132	178	24	iron, screw.
1,354	Delta	ditto	"	Messrs. Burns and others	208 6 in.	27 0	15 8	428	644	120	iron, screw.

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(continued)

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c. — continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
1,397	Elf	Glasgow	1856	M. E. Robinow and others	Feet. 10ths.	Feet. 10ths.	Feet. in.	368	459	60	iron, screw.
1,398	Stirling	ditto	"	David Thompson	168 0	28 0	14 0	198 0	727	100	iron, screw.
1,399	Mail	ditto	"	John Barr	183 0	16 0	7 0	86	137	85	iron.
1,400	Lochgoil	ditto	1853	James Wilson and others	163 0	16 0	7 0	78	124	80	iron.
1,401	Victoria	ditto	1850	Messrs. Campbell	157 0	16 0	8 0	78	125	80	iron.
1,402	Duchess of Argyle	ditto	1848	ditto	150 0	15 0	6 0	53	84	60	iron.
1,403	Vivandière	ditto	1856	Messrs. Kidston & Whyte	151 0	21 0	12 0	166	245	60	iron, screw.
1,404	Don Alfonso	ditto	"	William Ewing and others	161 0	20 0	12 0	240	295	90	iron, screw.
1,405	Rapid	ditto	1848	Messrs. McFarlane and others	74 0	15 0	8 0	7	57	35	
1,406	Victor Emmanuel	ditto	1856	John Mitchell	156 0	23 0	13 0	225	331	60	iron, screw.
1,407	Sylph	ditto	"	Alexander D. Robertson	180 0	27 0	15 0	441	549	70	iron, screw.
1,408	St. Elmo	ditto	"	Thomas Meikle and others	161 0	22 0	11 0	180	266	60	iron, screw.
1,409	Oneida	ditto	1855	Walter Buchanan and others	306 0	38 0	19 0	1,372	2,284	530	iron, screw.
1,410	Europa	ditto	1848	Messrs. Burns and others	286 0	38 0	17 0	1,208	1,918	800	
1,411	Tempest	ditto	1855	Messrs. Handyside and others	213 0	30 0	19 0	797	866	150	iron, screw.
1,412	Stag	ditto	1854	Messrs. Burns	213 0	23 0	13 0	814	498	240	iron.
1,413	Emeu	ditto	"	ditto	266 0	36 0	6 0	907	1,538	300	iron, screw.
1,414	Elk	ditto	1853	ditto	213 0	23 0	13 0	314	498	240	iron.
1,415	Lynx	ditto	1854	ditto	213 0	23 0	13 0	314	498	240	iron.
1,416	Stork	ditto	1851	ditto	190 0	23 0	12 0	249	395	240	iron.
1,417	Damasus	ditto	1856	ditto	253 0	32 0	22 0	825	1,213	200	iron, screw.
1,418	Glasgow	ditto	1841	Messrs. Kidston and others	81 0	19 0	7 0	55	88	35	iron.
1,419	Greenock	ditto	1842	ditto	81 0	19 0	7 0	57	91	30	iron.
1,420	Wizard	ditto	1848	ditto	76 0	17 0	9 0	15	79	50	iron.
1,421	Nimrod	ditto	1854	ditto	83 0	16 0	8 0	17	68	45	
1,422	Beaver	ditto	"	Peter Denny	155 0	23 0	13 0	215	316	60	iron, screw.
1,423	Conqueror	ditto	1840	Messrs. Kidston and others	115 0	20 2	12 0	38	191	120	
1,424	Killarney	ditto	1856	A. G. Kidston	148 0	21 0	11 0	191	281	70	iron, screw.
1,425	Maid of Orleans	ditto	1855	Messrs. McFarlane and others	80 0	16 0	8 0	16	63	32	
1,426	Sir Charles Napier	ditto	1854	Messrs. Steel and others	72 0	15 0	8 0	13	51	28	
1,427	Fire Fly	ditto	"	ditto	75 0	15 0	8 0	7	50	30	
1,428	Don Pedro	ditto	1856	The Glasgow and Lisbon Steam Packet Company.	159 0	20 0	12 0	239	294	90	iron, screw.
1,429	Harmony	Grangemouth	1838	James Robertson and others	65 3	13 3	7 0	13	48	26	
1,430	Samson	ditto	1840	A. Cowie	70 9	15 3	8 7	22	68	30	
1,431	Rob Roy	ditto	1847	Carron Company	63 5	13 1	6 8	19	39	22	
1,432	Clyde	ditto	1851	ditto	167 4	22 0	14 5	267	376	80	iron, screw.

Return of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	D I M E N S I O N S.			T O N N A G E.		Horse Power.	—	
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.			
1,476	Tiger -	-	1847	R. Stoker -	-	-	-	-	14	51	28	iron, screw.
1,477	Balmoral -	-	1850	M. Campbell -	-	-	-	-	147	210	60	
1,478	Britannia -	-	1851	A. Wemyss -	-	-	-	-	19	61	30	
1,479	Monarch -	-	1837	D. Wallace -	-	-	-	-	13	48	—	
1,480	Samson -	-	1840	R. Hall -	-	-	-	-	28	102	—	
1,481	Prompt -	-	1853	London, Leith, Edinburgh, and Glasgow Shipping Company.	-	-	-	-	240	417	100	iron, screw.
1,482	Victor -	-	1852	J. Stoker -	-	-	-	-	23	61	30	
1,483	Lion -	-	1847	R. Hall -	-	-	-	-	13	56	28	
1,484	Goliath -	-	1852	D. R. McGregor -	-	-	-	-	20	67	42	
1,485	Maid of Leven -	-	1839	William John Anderson -	-	-	-	-	85	141	65	iron.
1,486	Success -	-	1838	David Wallace -	-	-	-	-	12	51	28	
1,487	Britannia -	-	1845	Leith, Hull, and Hamburg Steam Packet Company.	-	-	-	-	178	298	150	iron.
1,488	Brilliant -	-	1848	- ditto	-	-	-	-	220	350	140	iron.
1,489	Best Bower -	-	1852	- ditto	-	-	-	-	312	512	100	iron, screw.
1,490	Edina -	-	1854	- ditto	-	-	-	-	227	323	60	iron, screw.
1,491	Pharos -	-	"	Commissioners of the Northern Light-houses.	-	-	-	-	300	525	120	iron.
1,492	Leviathan -	-	1849	Perth and Dundee Railway Company	-	-	-	-	301	417	420	iron.
1,493	Robert Napier -	-	1850	- ditto	-	-	-	-	144	234	234	iron.
1,494	Empress -	-	1854	Richard Miller and others -	-	-	-	-	548	775	130	iron, screw.
1,495	Snowdoun -	-	1855	Leith, Hull, and Hamburg Steam Packet Company.	-	-	-	-	354	469	75	iron, screw.
1,496	Nicolai 1st -	-	1839	Richard Miller and others -	-	-	-	-	536	776	240	
1,497	Alma -	-	1854	Messrs. McGregor & Galloway -	-	-	-	-	31	62	40	
1,498	Enterprise -	-	1853	Messrs. Gird & Inglis -	-	-	-	-	47	72	-	iron.
1,499	Dunedin -	-	1854	Leith, Hull, and Hamburg Steam Packet Company.	-	-	-	-	340	510	98	iron, screw.
1,500	Caledonia -	-	1855	Messrs. Miller and others -	-	-	-	-	547	772	150	iron, screw.
1,501	Baltic -	-	1854	John Stewart -	-	-	-	-	88	119	20	iron, screw.
1,502	Napoleon 3rd -	-	1855	R. Miller and others -	-	-	-	-	547	774	130	iron, screw.
1,503	Star -	-	1847	William Nicholson -	-	-	-	-	19	50	25	
1,504	Express -	-	1856	James Hay and others -	-	-	-	-	324	520	110	iron, screw.
1,505	Tantallan -	-	"	Robert Cook and others -	-	-	-	-	486	715	135	iron, screw.
1,506	Ivanhoe -	-	1850	John Cox -	-	-	-	-	156	229	70	iron, screw.

1,507	Contest	-	-	-	Leith	-	1856	Helen Stoker	-	-	-	77	0	16	0	8	0	13	63	30
1,508	Express	-	-	-	ditto	-	1848	The Edinburgh, Perth, and Dundee Railway Company.	-	-	-	153	0	24	0	9	0	169	268	120
1,509	Thane of Fife	-	-	-	ditto	-	1847	- ditto	-	-	-	141	0	18	0	9	0	107	170	70
1,510	Auld Reekie	-	-	-	ditto	-	"	- ditto	-	-	-	141	0	19	0	9	0	102	163	68
1,511	Forth	-	-	-	ditto	-	1846	- ditto	-	-	-	144	0	26	0	10	0	105	209	120
1,512	Rapid	-	-	-	ditto	-	1856	Hugh Morton and others	-	-	-	200	0	24	0	15	0	330	523	110
1,513	Monarch	-	-	-	Perth	-	1835	J. Cowperthwaite	-	-	-	65	4	13	0	7	7	19	49	28
1,514	Jane	-	-	-	ditto	-	1833	J. Falshaw	-	-	-	73	5	19	0	5	7	51	72	-
1,515	Newport	-	-	-	ditto	-	"	J. Dewar	-	-	-	119	0	21	7	8	9	65	163	-
1,516	Alice	-	-	-	ditto	-	1854	William Henry Porter	-	-	-	150	0	22	9 in.	12	8	257	343	70
1,517	Warrior	-	-	-	ditto	-	1855	- ditto	-	-	-	148	0	22	0	13	0	301	384	70
1,518	Premier	-	-	-	Port Glasgow	-	1846	Dumbarton Steam Boat Company	-	-	-	137	5	17	1	6	9	62	108	65
1,519	Queen	-	-	-	ditto	-	1850	P. Denny and others	-	-	-	138	1	16	7	7	0	67	107	65
1,520	Lochfine	-	-	-	ditto	-	1847	Dumbarton Steam Boat Company	-	-	-	74	5	18	0	7	6	64	84	20
1,521	Merlin	-	-	-	ditto	-	1850	I. O. Lever	-	-	-	150	8	16	1	8	0	104	159	80
1,522	Scottish Maid	-	-	-	ditto	-	1846	J. Laird	-	-	-	65	4	13	3	7	8	14	46	25
1,523	Chancellor	-	-	-	ditto	-	1853	Dumbarton Steam Boat Company	-	-	-	164	7	16	6	7	3	83	135	75
1,524	Countess of Galloway	-	-	-	Wigtown	-	1847	Galloway Steam Navigation Company	-	-	-	165	5	24	4	14	3	316	492	200
1,525	Grand Junction	-	-	-	Belfast	-	1843	W. Dargan	-	-	-	94	6	18	0	10	0	62	131	60
1,526	Countess of Caledon	-	-	-	ditto	-	1838	- ditto	-	-	-	73	6	11	4	6	7	16	48	30
1,527	Thurn	-	-	-	ditto	-	1845	Colvil & Co.	-	-	-	108	0	17	3	9	7	90	132	50
1,528	Blenheim	-	-	-	ditto	-	1848	R. and C. Langtry	-	-	-	207	7	25	0	10	0	319	-	900
1,529	Waterwitch	-	-	-	ditto	-	1845	T. Gray	-	-	-	162	4	20	3	13	0	309	413	60
1,530	Pilot	-	-	-	ditto	-	1844	E. Coey and others	-	-	-	138	8	15	8	8	5	88	133	60
1,531	Telegraph	-	-	-	ditto	-	1853	Belfast Steam Shipping Company	-	-	-	247	5	27	0	15	2	478	820	450
1,532	Malvina	-	-	-	ditto	-	"	Belfast Screw Steam Shipping Company	-	-	-	186	4	23	5	13	9	246	427	100
1,533	Oscar	-	-	-	ditto	-	1850	- ditto	-	-	-	156	4	22	6	13	1	256	347	80
1,534	Ant	-	-	-	ditto	-	1854	Samuel Martin and others	-	-	-	99	9 in.	17	2 in.	9	3	82	121	25
1,535	Waterloo	-	-	-	ditto	-	"	Messrs. Langtry	-	-	-	212	4 in.	24	5 in.	13	0	324	-	240
1,536	Derby	-	-	-	ditto	-	1840	Robert Henderson and others	-	-	-	84	0	16	0	9	0	39	104	60
1,537	Excelsior	-	-	-	ditto	-	1855	Edward Covey and others	-	-	-	175	0	23	0	13	0	358	445	70
1,538	Cambria	-	-	-	ditto	-	1845	Belfast Screw Steam Shipping Company	-	-	-	163	0	22	0	11	0	198	314	140
1,539	Senaphore	-	-	-	ditto	-	1855	- ditto	-	-	-	206	0	24	0	15	0	380	559	120
1,540	Temora	-	-	-	ditto	-	"	- ditto	-	-	-	215	0	26	0	16	0	448	658	120
1,541	Ossian	-	-	-	ditto	-	"	- ditto	-	-	-	213	0	26	0	16	0	470	692	120
1,542	Premier	-	-	-	ditto	-	1842	William McMahon	-	-	-	66	0	15	0	7	0	16	53	30
1,543	Allies	-	-	-	ditto	-	1856	Arthur Alexander and others	-	-	-	82	0	16	0	9	0	15	68	38
1,544	Vesta	-	-	-	ditto	-	"	- ditto	-	-	-	76	0	15	0	8	0	13	55	29
1,545	Sea Nymph	-	-	-	ditto	-	1845	The Belfast Steam Shipping Company	-	-	-	206	0	28	0	15	0	304	608	350

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RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—continued.

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
1,546	Star	Cork	1839	Sir R. Musgrave	Feet. 10 ^{ths} . 75 9	Feet. 10 ^{ths} . 14 3	Feet. in. 6 3	33	60	—	
1,547	Queen	ditto	1838	T. S. Reeves and others	90 5	13 4	6 5	47	73	35	
1,548	Prince	ditto	1843	R. Hall and others	130 9	17 7	7 9	97	150	75	
1,549	Princess	ditto	1841	T. S. Reeves and others	132 7	17 5	8 2	113	169	75	
1,550	Sabrina	ditto	1844	Cork Steam Shipping Company	151 8	24 5	14 1	314	449	300	
1,551	Kingston	ditto	1829	J. Denny	76 6	17 9	9 0	34	106	—	
1,552	Pilot	ditto	1847	R. Hall and others	79 0	16 3	8 8	23	79	35	
1,553	Royal Alice	ditto	"	ditto	146 4	18 4	8 0	105	145	100	iron.
1,554	Gannett	ditto	1848	Cork Steam Shipping Company	159 8	23 3	12 7	288	371	44	iron.
1,555	Pelican	ditto	1850	ditto	196 6	27 2	15 8	426	593	130	wood, screw.
1,556	Albatross	ditto	"	ditto	195 2	26 7	15 8	406	548	90	iron, screw.
1,557	Black Eagle	ditto	"	J. Dawson	79 9	15 8	9 1	28	18	45	
1,558	Queenstown	ditto	1851	C. Ingram	113 7	14 3	6 9	133	157	32	iron.
1,559	Victoria	ditto	1852	A. Sughrue	114 0	15 1	7 6	82	111	50	iron.
1,560	Telegraph	ditto	"	J. Dawson	74 4	15 4	8 4	21	70	35	
1,561	Nimrod	ditto	1843	Cork Steam Shipping Company	177 3	25 2	15 4	351	558	300	iron.
1,562	Cormorant	ditto	1853	ditto	207 0	29 0	16 6	456	743	150	iron, screw.
1,563	Little Paddy	ditto	1829	G. Sutton	50 0	13 0	7 6	28	35	18	
1,564	Phoenix	ditto	1831	A. and J. W. Savage	63 6 in.	16 3 in.	6 7	33	61	24	
1,565	Falcon	ditto	1854	Cork Steam Shipping Company	206 2 in.	23 2 in.	15 1	468	610	90	iron, screw.
1,566	Albert	ditto	"	Charles Sughrue and others	133 3 in.	15 1 in.	7 7	77	107	50	iron.
1,567	Fairy	ditto	1853	ditto	95 8 in.	13 0	6 7	38	56	24	iron.
1,568	Dodo	ditto	1855	Cork Steam Shipping Company	208 0	33 0	16 0	629	877	200	iron, screw.
1,569	Osprey	ditto	"	Joseph Leycester and others	214 0	29 0	15 0	426	626	100	iron, screw.
1,570	Bittern	ditto	1856	ditto	212 0	30 0	15 0	451	665	140	iron, screw.
1,571	Preussischer Adler	ditto	1845	ditto	244 0	33 0	17 0	628	997	400	iron.
1,572	Willing Mind	ditto	1855	James Austin and others	84 0	17 0	9 0	51	81	45	
1,573	Faugh O'Ballagh	Drogheda	1844	Drogheda Steam Packet Company	177 0	24 9	15 7	296	-	292	iron.
1,574	Brian Boiroimbe	ditto	1846	W. Cairns and others	180 0	25 9	16 5	266	-	310	
1,575	St. Patrick	ditto	1845	Drogheda Steam Packet Company	184 3	25 5	16 3	269	-	372	
1,576	Irishman	ditto	1834	ditto	144 0	23 6 in.	15 5	188	-	200	
1,577	Leinster Lass	ditto	1849	ditto	200 3	26 2	15 9	308	-	372	iron.
1,578	Birmingham	Dublin	1826	City of Dublin Steam Packet Company	140 8 in.	25 0	14 8	255	-	140	

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RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1857, &c.—*continued.*

No.	VESSELS' NAMES.	Port of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
					Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
					<i>Feet. 10ths.</i>	<i>Feet. 10ths.</i>	<i>Feet. in.</i>				
1,611	Foyle	Dublin	1848	British and Irish Steam Packet Company	196 5	25 8	16 8	443	703	400	iron.
1,612	Shamrock	ditto	1846	ditto	129 2	19 9	12 8	162	253	68	iron, screw.
1,613	Lady Eglinton	ditto	1853	H. A. Cowper	192 8	26 9	16 4	295	538	150	iron, screw.
1,614	Adeline	ditto	1828	C. Pearson	70 5 in	17 11 in	10 9	35	67	40	iron, screw.
1,615	Times	ditto	1851	Dublin and Liverpool Screw Steam Packet Company.	158 5	21 0	13 6	183	303	60	iron, screw.
1,616	Mail	ditto	1852	ditto	150 3	20 5	12 5	195	283	60	iron, screw.
1,617	Eagle	ditto	"	ditto	166 4	24 4	14 1	269	404	120	iron, screw.
1,618	St. Columba	ditto	1847	Dublin Steam Packet Company	205 3	26 4	15 1	206	469	375	iron.
1,619	Standard	ditto	1854	Dublin and Liverpool Screw Steam Packet Company.	174 0	24 0	13 0	294	422	100	iron, screw.
1,620	Brothers	ditto	"	David Renwick and others	71 0	14 0	8 0	12	12	30	
1,621	Voltigeur	ditto	1851	ditto	76 0	16 0	9 0	15	15	40	
1,622	Despatch	ditto	1855	James Hartley and others	190 0	25 0	14 0	294	469	120	iron, screw.
1,623	Sea Flower	ditto	"	John Dawson	58 0	11 0	6 0	4	22	20	iron, screw.
1,624	Liffey	ditto	"	Messrs. Shield & Grey	87 0	18 0	10 0	41	91	50	iron.
1,625	Dundalk	Dundalk	1844	J. R. Napier and others	171 3	25 1	15 2	285	521	270	
1,626	Pride of Erin	ditto	1847	Dundalk Steam Packet Company	194 8	26 2	15 7	479	763	356	
1,627	James Watt	ditto	1835	Dundalk Harbour Commissioners	79 4	16 8	8 7	24	103	50	
1,628	Earl of Erne	ditto	1855	Messrs. Kelly & Co.	219 0	31 0	14 0	405	642	300	iron.
1,629	Enterprise	ditto	1856	Messrs. Coleman, Devlin, and others	221 0	30 0	15 0	445	707	320	iron.
1,630	Rose	Limerick	1845	London and Limerick Steam Ship Company	119 0	20 4	12 9	151	248	60	iron, screw.
1,631	European	ditto	1851	ditto	171 7	23 9	14 4	300	444	100	iron, screw.
1,632	Holyrood	ditto	1852	ditto	191 5	25 0	15 5	358	533	100	iron, screw.
1,633	Brandon	ditto	1854	ditto	216 1	27 3	17 1	501	764	330	iron, screw.
1,634	Victory	ditto	1849	ditto	210 0	27 0	16 0	738	832	170	iron, screw.
1,635	Mangerton	ditto	1855	ditto	203 0	25 0	16 0	363	534	130	iron, screw.
1,636	Londonderry	Londonderry	1841	Glasgow and Londonderry Steam Packet Company.	157 1	22 9	15 7	277	513	220	
1,637	Maiden City	ditto	"	North West of Ireland Union Steam Company.	163 3	24 6	17 6	343	651	300	
1,638	Shamrock	ditto	1847	Glasgow and Londonderry Steam Packet Company.	186 5	25 9	16 5	324	617	300	
1,639	Wallace	ditto	1849	W. Coppin	112 6	19 8	10 1	49	178	100	iron.

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STEAM VESSELS.

RETURN of the whole of the REGISTERED
STEAM VESSELS of the United Kingdom on
the 1st day of January 1857; distinguishing
Vessels built of Iron, and also Vessels having
Screw Propellers, and giving the Aggregate
Number of Vessels, and Amount of Tonnage;
with an ALPHABETICAL INDEX.

(*Mr. Thomas Baring.*)

*Ordered, by The House of Commons, to be Printed,
9 June 1857.*

[*Price 7 d.*]

87—Sess. 2.

Under 8 oz.

LIGHTS FOR STEAM AND SAILING VESSELS.

RETURN to an Address of the Honourable The House of Commons,
dated 15 May 1857 :—for,

A “COPY of the REPORT of the COMMITTEE appointed by the LORDS COMMISSIONERS of the ADMIRALTY to Inquire into the expediency of altering the present System of LIGHTS established for STEAM and SAILING VESSELS, together with the MINUTES of EVIDENCE taken before the Committee.”

(*Mr. Lowe.*)

Ordered, by The House of Commons, to be Printed,
21 July 1857.

INSTRUCTIONS of MY LORDS COMMISSIONERS of the ADMIRALTY.

Admiralty, 5 March 1856.

MY LORDS Commissioners of the Admiralty having had under their consideration a memorial, signed by 435 shipmasters of the port of Shields, as well as a memorial from the Chairman of the Liverpool Pilots' Committee, praying for a change in the present system of exhibiting lights at sea, which was established in the year 1852 on the report of a committee of officers, my Lords deem it expedient, for the reasons set forward in the said memorial, again to call for the opinion of certain officers conversant with the subject; and have, therefore, in conjunction with the Trinity Board and Board of Trade, nominated a Committee, consisting of the members mentioned in the margin*, to re-consider the whole question, and of which my Lords request you will take upon yourself the office of Chairman.

My Lords request you will direct the attention of the Committee to the suggestions contained in the inclosed memorials, and they authorise you to obtain all necessary evidence, with a view of arriving at and reporting to their Lordships what may appear to the Committee to be the most desirable and practicable mode of exhibiting lights at sea for the future.

My Lords desire me further to inclose a copy of the evidence taken in 1852, with a copy of the Report made by the Committee at that time, together with the Admiralty Regulations issued consequent thereon, and to acquaint you that directions have been given for all necessary papers to be placed at the disposal of the Committee, and every facility to be afforded them in inquiring into the subject.

I am also to acquaint you that Mr. R. W. Hamilton, of this office, has been nominated by their Lordships to act as Secretary to this inquiry.

I am, Sir,
Your most obedient Servant,
R. Osborne.

Rear-Admiral Sir H. D. Chads, K.C.B.

* Rear-Admiral Sir H. D. Chads, K.C.B., Chairman; Rear-Admiral Beechey; Captain B. J. Sullivan, R.N.; Captain Harris, E.I.C.S.; and Captain S. Ellerby.

R E P O R T
OF THE
C O M M I T T E E O N L I G H T S
FOR
STEAM AND SAILING VESSELS.

Committee Room, Admiralty,
29 March 1856.

Sir,

THE Committee appointed by the Lords Commissioners of the Admiralty to inquire into the expediency of altering the present system of lights established for steamers and sailing vessels, assembled on the 7th of March, and have continued their meetings until the 29th instant; and having fully considered the subject on which their opinions have been required, have unanimously agreed to the following Report:

The Committee having considered the instructions of the Lords Commissioners of the Admiralty, together with the memorial of 435 masters of colliers from Shields, praying that coloured lights, red and green, may be established in all sailing vessels, to point out their respective tacks, and a bright light when going free; and the Committee having also made themselves conversant with the evidence given before the Committee in 1852, judged it necessary to call for such further evidence as might enable them to come to a satisfactory conclusion. For which purpose the Committee requested that members of shipowners' associations, the most intelligent masters, pilots, and other persons, might be selected from the ports of London, Glasgow, Liverpool, Shields, and Hull, and also naval officers who had had experience of the working of the present system since its adoption in 1852.

From the information obtained from these persons, it appeared to the Committee that there was an uniform opinion that the system now in use in steamers is perfectly satisfactory; but with respect to sailing vessels directly the reverse; and all agreed that coloured side-lights, similar to those carried in steamers, should be adopted in sailing vessels, in order that vessels approaching each other might know which way each is standing. The general opinion also was, that the sailing vessels should not carry the bright white light at the masthead, the same as in steamers, so that this would become a distinguishing mark between the two classes.

The next consideration was, as to whether the coloured lights, red and green, should designate the port and starboard *tacks*, or the port and starboard *sides*, when shown in sailing vessels. The first impression, in most instances, with the persons examined was, that the *tack* should be designated; but when it was explained to them that either coloured light might, according to the direction of the wind, denote a sailing vessel going in the opposite direction to that which would be indicated by the exhibition of the same coloured light in a steamer; and if the white light of this latter vessel were not visible, it might lead to collision, they readily admitted the propriety of the colour of the light designating the *side*, without any reference to the *tack* or the *wind*, and that they would then instantly know which way the vessel showing the light was standing, the same as now in steamers, and that the same rules would apply to all vessels.

It then became a serious question whether these coloured lights should be shown only occasionally when a vessel was seen, or be kept fixed. If the former (occasionally) it was feared the present great evil of indifference and

want of a "good look-out," from which so large a portion of all the collisions arise, would still exist. On the other hand, it is certain that the smaller vessels and coasters could not carry fixed lights in bad weather. After weighing all the opinions and objections on this subject, the Committee consider that the best mode would be to recommend strongly that the coloured lights should be carried *fixed*, when practicable, leaving with those who cannot do so the responsibility of neglecting to show such lights by hand, when approaching other vessels. If the foregoing suggestion be adopted, it should be made imperative that when the vessels are under way, those lights should be on deck "from sunset to sunrise," ready for use, and kept on their distinctive sides of the vessel, so as to prevent the possibility of showing the wrong light.

In all vessels that carry their lights fixed, it will be necessary to adopt screens as in steamers, that the light may not be seen on the opposite bow or side to that intended. In the smaller classes of vessels, the Committee are of opinion that the weather-board in moderate weather may be made to answer that purpose; and at other times the lanterns, when used by hand, may be so screened as to show a light only in the proper direction.

With respect to vessels at anchor, the opinions have been very conflicting, varying between carrying a white light, as at present, or a red light; and again, whether the lights should be fixed or only shown occasionally on vessels approaching. These points having been duly considered, the Committee came to the conclusion that it would be desirable that an uniform single white light in a globular lantern, so as to show all round the horizon, should be continuously exhibited at anchor "where best seen," at a height not exceeding 20 feet above the hull.

In recommending this system of lights to your Lordships, the Committee are aware that some additional expense will be incurred, but they do not anticipate any objection. The owners and masters of vessels who have been examined by the Committee, have themselves proposed the adoption of two coloured lights and a white light; it may therefore be presumed that the cost of one more light, in addition to that now in use, would not be objected to, as a means of obtaining a greater security for life and property.

The subject of lights to distinguish pilot vessels having been brought before the Committee, it was found that lights for this purpose were in general use, but subject to no particular regulation, each port having its own signal; with a view to establish one uniform system for all pilot vessels, it is suggested, that, in addition to the lights proposed for sailing vessels, they should show a white light on the same level with the coloured light.

A memorial from the Pilots' Committee of Liverpool, praying that they may be permitted to have two lights exhibited by vessels at anchor within that port, having been laid before the Committee by their Lordships, the Committee consider that such circumstances have been stated respecting the numerous ferries by the persons from Liverpool who have been examined, as to justify their suggesting that this should be made a special case, and the prayer granted. And as it appears to this Committee that cases may arise at other ports, from the crowded state of the anchorage, and the great length of the vessels, in which it may be necessary to define both extremities, the Committee recommend, that, on the application of the local authorities to the Admiralty, their Lordships should authorise a white light to be exhibited within the limits of their port by vessels at anchor, in addition to that now proposed.

Although not coming immediately under the subject of lights, the propriety of establishing signals for avoiding collisions during fogs, has been so strongly impressed upon the Committee, that they have given it their consideration, and submit that their Lordships should recommend an uniform practice in that respect. The most common instruments for this purpose in use at present, are the steam-whistle or bell, and the horn, and the Committee think that the use of these might be advantageously limited as follows, viz., that as the coasting and other smaller vessels do not all carry bells, it is desirable that their Lordships should recommend as a general rule that all steamers should in a fog use the *steam-whistle* or *bell*, and all sailing vessels a *fog-horn*, and that these sounds should be made within short intervals. A pattern of a cheap and useful horn, known as the American fog-horn, has been forwarded to the Committee as one much used at Liverpool; and the Committee think it well adapted to the purpose. The pattern accompanies this Report.

In conclusion, the Committee, fully impressed with the importance of the subject brought under their consideration, are unanimous in their opinion for the reasons above stated,

Firstly.—That no alteration should be made in the present system of steamers' lights.

Secondly.—That the bright light now exhibited by sailing vessels when under sail or being towed should be abolished, and that, instead thereof, such vessels should exhibit between sunset and sunrise to any vessel or vessels, a red light on the *port side*, and a green light on the *starboard side*, corresponding to the coloured side light now shown by steamers, without any reference to tacks.

Thirdly.—That these coloured lights should be fixed, when practicable, and that when such lights are not *fixed*, places should be provided in which the lights should be kept on their respective sides, ready for exhibition.

Fourthly.—That all lights, whether fixed or exhibited by hand, should be so screened as to render them invisible on the opposite bow or side of the vessel, which the Committee consider quite practicable.

Fifthly.—That the lights proposed to be exhibited by sailing vessels, should in no case be of less size or power than the lantern which the Committee recommend, and which shows an uniform and unbroken light over 16 points of the compass.

Sixthly.—That all vessels at anchor, whether steamers or sailing vessels, should exhibit, "*where best seen*," between sunset and sunrise, a white light, of uniform size and power, in a globular lantern of six inches diameter, at a height not exceeding 20 feet above the hull of the vessel.

Seventhly.—The Committee consider it desirable further to recommend that the pilot vessels of the United Kingdom should be designated by particular lights. They would therefore submit, that in addition to the red and green lights now proposed for all classes of sailing vessels, pilot vessels should be permitted to exhibit a white light on a level with the red or green light.

Eighthly.—The Committee having taken into consideration the subject of signals during fogs, would recommend, for the reasons stated in the foregoing Report, that steamers should use either the steam whistle or bell, and that all other vessels should use a fog-horn.

Finally.—The Committee are of opinion that the above regulations, if approved of by their Lordships, should apply to all vessels of the United Kingdom, in every part of the world, unless specially excepted by the Admiralty.

The Committee cannot close their Report without stating that the evidence adduced proves that the number of collisions is chiefly attributable to the neglect of a "*good look-out*," and they submit that it should be strongly impressed on the masters of all vessels that this important duty be more rigidly attended to.

We have the honour to be,

Sir,

Your most obedient humble servants,

*Hy. D. Chads,
F. W. Beechey,
B. J. Sullivan,
S. Ellerby,
Hy. Harris.*

P.S.—Patterns of the side light, and of the anchor light, are transmitted herewith. The expense of each of the former coloured red or green will be under 1*l.*, and of the anchor light about 7*s.* 6*d.* They each hold one-fourth of a pint of oil, which costs about 2*d.*, and will burn about 14 hours.

Ralph Osborne, Esq., M.P.,
Secretary of the Admiralty.

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MINUTES OF EVIDENCE

Taken before a COMMITTEE appointed to inquire into the expediency of altering the present System of LIGHTS established for STEAM and SAILING VESSELS.

First Day.—10 March 1856.

PRESENT:

Rear-Admiral Sir H. D. CHADS, K.C.B., Chairman.

Rear-Admiral Beechey.
Captain B. J. Sullivan, R.N., C.B.

Captain H. Harris, H.E.I.C.S.
Captain S. Ellerby, Trinity House.

Mr. R. W. Hamilton, Secretary.

Captain *Luke Smithett*, late of H.M.S. "Vivid," examined.

1. The *Chairman*.] YOU are aware of the object of this inquiry, namely, as to the carrying of lights, there being great complaints among merchants and others as to the numerous collisions we have heard of lately, and that the system now adopted does not answer the purpose?—Yes.

Capt. *L. Smithett*.

10 March 1856.

2. Are you aware of what the present system is in sailing-vessels?—Yes.

3. And steam-vessels?—Yes.

4. As you gave your evidence on a former occasion, four years ago, I dare say you have turned your mind to the subject?—Yes.

5. Respecting the steam-vessels, have you considered the present system?—Yes, I consider the present system perfect.

6. You would make no alteration?—No, I think the present system of steamers' lights perfect.

7. Now, confining yourself to sailing-vessels, what do you consider has been the cause of the collisions we have heard of?—I think a great many of them have arisen from a bad look-out, and from inattention to showing lights; for I have seen constantly, almost daily, in crossing the Channel, a number of sailing-vessels that we passed without lights; and if they do show a light it is shown too late to be of any service to the steamer; frequently in sailing-ships you cannot discover on what tack they are, whether on the port or starboard tack, which is also a very important question that ought to be arrived at, to know whether the ship is on the port or the starboard tack; and many of them, particularly coasters, are not provided with proper lights; many of them go to sea without a lantern, and a light if put into some would not keep in in a breeze of wind. In fact, I have known small craft go to sea with two sides of the lantern out, and that the best lantern in the vessel; a boy is obliged to carry it under his jacket to keep the light in at all. I think if the masters of sailing-vessels were to keep a better look-out in general, and to have a proper system of lights, many of the collisions would be avoided.

8. Where do you think the most serious collisions take place, in the open Channel or in the narrow seas?—In the narrow parts of the Channel, more collisions occur there; scarcely a night but we see vessels coming into Dover and Ramsgate from the effect of collisions.

9. Do you think that the serious collisions take place most in the narrow parts of the Channel, or in the rivers or entrances of ports when they meet in large bodies, perhaps 400 or 500 together, coasters?—I question whether most of the serious collisions do not take place in the Channel outside; because vessels running into roadsteads and harbours and rivers are generally provided with a pilot, or some person that understands the local navigation, and I think that we hear of fewer collisions in those parts, than we do probably in the Channel more at sea.

10. Do you attribute that to their being more on the alert, and keeping a good look-out when they are in a large body?—Certainly, no doubt of it.

11. Captain *Ellerby*.] You are aware that in the large fleets of colliers they have no pilots?—Every man is considered to be his own pilot, and I think colliers in general keep a very good look-out, particularly running up and down the Swin, or in the North Roads.

8 MINUTES OF EVIDENCE RESPECTING THE PRESENT SYSTEM

Capt. L. Smithett.

10 March 1856.

12. Do you think the exhibition of any lights in the colliers would be of any benefit where there are a great number of ships together?—I think that all ships in roadsteads should be provided with a light.

13. Ships under weigh?—Ships under weigh should be provided with a light as well, no doubt.

14. The *Chairman*.] Do you consider the present established system of lights, with regard to sailing-vessels, satisfactory?—Not at all satisfactory, particularly for persons navigating in steam-vessels; steam-vessels very seldom meet with collisions, because they understand each other's lights.

15. Constantly meeting as you do with sailing-vessels, what would you advise for the security of the sailing-vessel and the steamer?—It is a difficult question.

16. It is a question you must have weighed in your mind often?—I have thought often if it was possible for a sailing-ship to exhibit a red light if she was on the port tack, and a green light if on the starboard tack.

17. Occasionally or fixed?—I should say fixed.

18. Your proposition is to show a coloured light the same as the steamers, a single coloured red light for the port, and a green on the starboard tack?—Yes.

19. Do not you think that the green light sometimes in doubtful weather would be taken for a steamer's light?—Even in that case I do not think there would be any danger to be apprehended, the green being at a different elevation from the brighter light.

20. Rear-Admiral *Beechey*.] You would have them always carry a bright light and show a light to indicate the tack?—Yes, many ships carry a light at the jib-boom end, some under the bowsprit or at the stay, but you do not see them so well at the stay; we pass many in the Channel where the bright lights are at the jib-boom end.

21. When you come to the small coasters?—They could not carry them at the bowsprit end.

22. Captain *Sullivan*.] As you are running down with a steamer the object is to see which way the vessel is standing?—Yes.

23. Suppose the vessel was standing across your bows with the wind at west and you were steering east, might you not appear to have the wind at east in the steamer and the mate on the paddle box not be liable to feel that it was westerly, and therefore the light would represent the wrong tack of the vessel; would not that be possible?—Yes, but it could only occur in very light winds.

24. Supposing a vessel is standing across your bows to the south and you are steering to the east, if she invariably showed, no matter what tack, if she showed the green light by hand over the starboard side, would it not at once show you without the possibility of mistake which way her head was, and which way she was crossing?—Yes.

25. And no mistake could be made as to the tack she was on; your object would not be to know whether she was close-hauled or on a wind?—No.

26. Would not the side distinguished by a light answer the purpose that you propose of the tack being shown?—Yes.

27. And answer every purpose?—Yes, it might answer the purpose; the only thing is to depend on the sailing-ship seeing the steamer. My object in having it at the mast-head is that it would be seen she has got her light up, and they would not depend on the look-out man for showing the light in the event of a steamer coming suddenly upon him; that was my object in recommending it at the mast-head, as we now frequently find they show their lights too late; the man may be asleep, he rouses himself up and sees a ship close upon him.

28. Would not the same neglect often lead to the light going out at the mast-head and not being seen at all?—Of course you must have a suitable light, one that ought to go eight or ten hours without trimming.

29. Do you think that in a fishing-boat you would get that attention?—If they are working to windward, because they must have the hands on deck to go about.

30. If you give a second light, would not the same attention be required as in showing the single light proposed?—By showing it over the quarter.

31. With the mast-head light without the second could you indicate the direction of the ship? No. Would you not have to wait, as you now do, with the white light?—With a light breeze of wind it is possible the ship might draw the wind a-head, and the ship be on a different tack from that supposed.

32. And in running, could you distinguish the difference of tack by a light indicating the tack, where you kept away before the wind two or three points; would the same light answer in that case?—Yes, supposing a ship going free.

33. You would not know within four or five points the course she was steering?—Scarcely.

34. If you could carry those fixed lights on a coaster, you would distinguish it from a steamer without the mast-head light?—Yes.

35. If a sailing-vessel could carry two fixed lights similar to the paddle-box lights, would it not enable anybody astern to know which way she was crossing?—Yes.

36. Do you believe that a coaster could carry those lights fixed?—There is the difficulty, but they can be fitted the same as in screw steamers.

37. Supposing they show by hand the lantern kept by the binnacle, if they did their duty could they not indicate the tack when a vessel is approaching, as they now indicate the presence by a white light?—I should say better.

38. Supposing the green and red light not capable of being fixed in small vessels, would the

the same principle not be thoroughly carried out, if the men did their duty, by showing it over the side?—Yes, if it was kept in a place handy. Capt. L. Smithett.

39. In a box on each side of the binnacle?—Yes.

40. And to have one universal rule for every vessel afloat?—Yes.

41. The *Chairman*.] Would that avoid the evil now experienced by the collisions from there being no look-out?—There is the evil. I am convinced that in small craft where there are very few hands, and they fatigued by knocking about the Channel for many days, very often collisions take place, and vessels do not see each other till they are close aboard of one another.

42. Do you think a fixed light at the mast-head would be the means of saving many collisions that now take place?—I am an advocate for a fixed light myself, so as not to trust to a man on the look-out; there is the danger of a man being asleep. That is the only point that I go upon.

43. Do you think it could be combined by carrying a fixed light, the one close at the mast-head, and the same occasional light that is now ordered and in existence, that is, that when you meet a vessel you then show the white light as far aft as it is possible to be seen?—At present they do, but that would not show the tack.

44. That would show you which way the vessel was going?—Yes, if you show the green light abaft you would know which way her head was.

45. Combining the two points, that of a fixed light and an occasional light?—Yes, I say the occasional light would answer all the purposes without establishing the two fixed lights.

46. Captain *Sullivan*.] Would not that require the same vigilance to show the second light to indicate the vessel's head, as it would to show a single fixed coloured light?—Not so much.

47. If the man at the helm is quite awake, and looking out well, and shows in time the second light you propose, would not that indicate the way she was crossing?—Yes.

48. The same vigilance would be required in both cases?—Not quite.

49. And you get over the difficulty of the trimming of the mast-head light?—Yes, you would get over that.

50. Rear-Admiral *Beechey*.] In a sailing-vessel, can you see her mast-head light a-head?—Generally; you ought to do so; they might have an iron spindle on the mast or under the fore-top.

51. Do you think the sailing-vessels would adopt that?—Yes, it would not be unsightly or expensive to adopt.

52. Captain *Sullivan*.] Are not the green and red lights of a steamer now thoroughly well known by everybody?—Yes, by every nation.

53. Would it not simplify the thing if a green and red light could show the sides of a sailing-vessel as it does a steamer, without introducing a new plan?—It would be better to have the same plan.

54. Therefore, if you could fix the two lights without the mast-head light, it would answer the purpose?—Yes, if you could fix them. I think in many of the small coasting vessels there is not a man on deck but the man at the helm one half the night.

55. At present you depend on the man having a light ready?—Yes, to drop his tiller, and put the light over.

56. There is no established rule as to the power of those lights at present?—No; they are very miserable.

57. Supposing a small lamp for each side, like a policeman's lamp, was kept at the helm in a box, would not the man be able to indicate the way his vessel was going by the manner of showing his light?—Yes.

58. Would it not equally indicate the presence of the vessel as the white light does, and in addition show which way the head was?—Yes, and do away with the mast-head light.

59. The *Chairman*.] Would that overcome the evil I before spoke of?—No, not the evil of a bad look-out; it never takes place with a good look-out. In the herring and mackerel season I have seen as many as 150 lights spring up all at once, when the boats were lying at their nets.

60. A vessel lying at her nets would be in the same position as a vessel at anchor?—Yes.

61. And, therefore, do not you think she ought to show the same light as a vessel at anchor?—Yes, but in this case they keep such a good look-out, that you never scarcely hear of an instance of a fishing-boat being run over from that cause; they trust to their look-out.

62. Would it not be desirable that you should know, meeting such a boat, whether she is fast to her nets or whether she is under weigh, standing across your bows?—Not so far as that exactly; they are drifting with their nets.

63. It is only a question whether a vessel hove-to fast to nets or to a trawl should be considered as at anchor?—I should say so; she is stationary; she is not going over the ground a knot an hour.

64. And you, knowing she is stationary, would have no consideration which way her head was, but you would merely avoid her?—Yes.

65. Captain *Sullivan*.] When running in a steamer in thick weather, and suddenly coming among coasters, and showing a light, have you not often felt great anxiety for a second or two, and had to check your engine before you could ascertain which way she was crossing your bows?—Yes.

66. If you saw a red light to indicate that she was fast to her nets or at anchor would not that obviate every difficulty?—Yes.

67. And at a certain height hoisted?—Generally speaking when a fishing-boat is at her

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nets she has no mast up, but a vessel trawling has. The herring-boats in the winter time never have any masts up, because they have no ballast in their boats and they trust to their nets to hold them. Fishing boats under weigh should be subject to the same regulation as a sailing-vessel.

68. I am supposing that you were meeting the small coasters under weigh, do not you find great difficulty in a dark night for several moments before you can ascertain which way the vessel is crossing?—Yes.

69. Would not the showing a green and red light, supposing the same vigilance as now, at once remove all difficulty, and you would ensure passing her astern?—Yes.

70. And without any vigilance to show the white light now there would be the same danger in both cases?—Yes, vigilance must be observed.

71. Can you see any possibility, supposing ordinary vigilance the same as is now shown with the white light, if it was exerted in showing the red and green on either side, could you believe that any approaching vessel could possibly mistake the side that the vessel was towards her?—No, but not one in ten that we meet in the Channel shows any light till we have passed; that is the danger.

72. The *Chairman*.] Do you believe that showing any light could make up for that want of vigilance?—A fixed light would make up for it.

73. Supposing you could not get a fixed light, is the next best thing to show it on the side?—I think the plan of showing the red or green on the starboard or port side would be of great importance in ascertaining the way the ship's head was. But the same observation you made before as regards the breeze of wind in fine weather, you might not always know whether she was going across you or not, you would always take care to go under her stern.

74. If she was going one knot an hour she must clear you?—Yes, a certain amount of judgment must be allowed in every case.

75. Rear-Admiral *Beechey*.] You have been a great deal over to the continent?—Yes.

76. Is there any rule in France with regard to the steamer's lights?—They have adopted the same plan as our own by an understanding between the two Governments.

77. Is it always adhered to?—Yes.

78. How are the Belgians?—The same.

79. And the Dutch?—Yes, all foreign nations have adopted the same mode of lighting the steam-vessels.

80. Do you know as to the Americans?—I believe all the same.

81. You do not know?—Not for a certainty.

82. The *Chairman*.] Do you think it essential that there should be a distinction between steam-vessels and sailing-vessels?—There is a difficulty in the case of sailing-vessels on account of the expense.

83. That is, a bright light aloft, and the others to show the tack?—Yes. The tack, on the side that is towards you.

84. Because there is an opinion that there must be a distinction?—There is no necessity for any distinction.

85. But if the bright light was carried at the mast-head, and the lights, as suggested by Captain Sullivan, in hand to be shown occasionally when they cannot be fixed, do you think that would answer the purpose to prevent collision?—I do.

86. That combines the two?—Yes.

87. In a large fleet there might be so many lights that it would create confusion?—I think you had better know that there are 500 sail, than that there should be so many and not know it.

88. Captain *Sullivan*.] Would not the sailing-vessels sails interfere with the light being seen as it is in a steamer?—It must be carried over all.

89. Do you believe that in small coasters the mast-head light would be attended to and trimmed?—I should think it would, generally speaking.

90. If vessels were approaching each other, and the green light was shown, or the red light, would it not have all the advantage you expect to derive from the two?—If it is shown.

91. If it was not shown, would you know any better which way the vessel was standing than you would now seeing a mass of sails alone?—No; but you would know the vessel is there, and a small yaw of a steamer would clear a sailing-ship or a small craft.

92. Do you believe that where there was such a want of attention as to neglect to show a light to the steamer approaching, there would be the attention necessary to keep the mast-head light burning?—I think there is a necessity to keep a light burning, because the man at the helm cannot see all round.

93. Do you believe that in many cases the fact of the man at the helm knowing there was a light hoisted, might make him less careful in looking out?—Yes, he would probably fancy he was safer with the light up than with none at all.

94. The *Chairman*.] Now, with respect to anchor; what do you suggest as to showing the position of a vessel when at anchor?—I should merely show her position by having a light.

95. What light?—A bright light some people fancy corresponds too much with the shore, and in some cases it may; but as to a vessel at anchor, if her light can be distinguished from the shore lights, or harbour lights, or vessels under way, I think it would be advisable. You do not want to see a vessel at anchor so far as if she was under way. I should say a red light would be better for ships at anchor than the bright, under all circumstances.

96. Rear-Admiral *Beechey*.] Do you ever find any confusion between the light-ship's lights and sailing-vessels' lights?—I have never found any difficulty in it; but it may, I dare say, have caused people to mistake the one for the other. Capt. L. Smithell.

97. Is it essential to distinguish them?—Yes, where floating lights are leading marks into roadsteads. 10 March 1856.

98. Captain *Harris*.] You would always go clear of the red light?—I would; the red light should be carried under the bow, or at her mast-head.

99. Captain *Sullivan*.] In a vessel at anchor?—It should be hoisted where it could be seen all round. I think a red light would be preferable for vessels at anchor in roadsteads; we find occasionally a little difficulty in coming in to the land, even in Dover Roads, when a number of vessels are at anchor; you can scarcely distinguish the vessels' lights from the town lights; but if they were of a different colour, they could be more easily distinguished. As to vessels at anchor, you do not want to see more than two or three lengths of the ship to avoid them; that would avoid the mistaking them for anything else.

100. The *Chairman*.] In crossing the Channel in fogs, do you think any simple sounds, such as bells, would answer for lights?—I like horns better than anything.

101. The whistle is all that you use in a steam-vessel?—Yes.

102. Would you suggest that the horns only should be used in the sailing-vessels?—Yes.

103. Captain *Ellerby*.] A great number of vessels in the coasting trade never carry bells?—No, they all have horns; they cost nothing; they get a bullock's horn, and it amuses the boys to blow it.

104. Rear-Admiral *Beechey*.] Will low-pressure engines give a sufficient whistle?—Scarcely.

105. From 8 to 10 lbs.?—From 8 to 10 lbs. will perhaps, not from 4 to 5.

106. Captain *Harris*.] Do you think in very thick weather you could distinguish the direction of a ship by the whistle?—You could distinguish whether she is in the neighbourhood, and also whether she is coming towards you or not.

107. Captain *Sullivan*.] How near do you consider you could be sure of the direction the ship was in by the sound?—I think you are quite safe as to six points of the bow, and two miles off.

108. Rear-Admiral *Beechey*.] Have you been up the River Thames at any time?—Yes, very frequently.

109. There is a different rule for lights above a certain point; the London rule differs from the Admiralty rule?—The Gravesend boats have two lights.

110. Do you conceive the same rule might be adopted throughout, or is it necessary that above a certain point of the river they should have a different rule?—I think in coming up and down the river, when they get into the narrow part of it, vessels should keep the star-board side of the river.

111. There are two lights; there is the mast-head light, which is the Trinity rule, and the Admiralty rule, they are not alike; but do you recommend, from your experience, that they should be all alike, or do you approve of the present system?—I think they should be all alike, because vessels coming in from sea do not always know the regulations of the others.

112. As to sailing vessels towed by steamers, what do you propose in that case?—I should say the steamer's light would be a sufficient guarantee for the one astern of her.

113. The vessel towed, should she carry a light or not?—I should say not carry a light, but show one over the quarter when meeting anything.

114. Have you been frequently to Liverpool?—Yes.

115. There are a great variety of lights there?—Yes.

116. Almost all the ferry boats used to carry different lights?—Yes.

117. Did you find any difficulty in going in there at night time from their variety of description?—I have not been in the habit of going to Liverpool much at night.

[The Witness withdrew.]

Captain *George Peacock* Examined.

118. The *Chairman*.] I BELIEVE you have given great attention to the lights that are carried to prevent the numerous collisions we now find almost daily occurring?—I have. Capt. G. Peacock.

119. I see from the correspondence here that you have given it very great attention, and have given your opinion. We should like you to favour us now, after mature consideration, with what you consider would be the means of avoiding these disasters. Have you been much afloat since the present regulations were established in 1852?—No, I have not; the last time was in 1845 or 1846. I have been across the British Channel frequently, round by the Downs to Ireland, but not in command of a ship.

120. You know the present regulations respecting the steamers and sailing-vessels?—Yes.

121. What is your opinion of the established rules now as to steamers, the lights that they show?—With respect to the steamers, the arrangement is very good; as to the red and green light, and the white light for distinguishing which side of a steamer you would be on if the boards or screens are properly attended to; but I have always been of opinion that these lights of steamers, being low down, throw a glare on the water, and when you get among a fleet of sailing-ships, it is difficult to observe their movements from the glare on

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the water from the paddle-box lights. I know that, from my experience in my command of steamers; and when I was in the "Salamander," they were bright lights. So much am I impressed with this opinion, that it was my constant practice when I got among a fleet of ships that I had the paddle-box lights screened; and the same practice is now adopted, so I have been informed, by the captains of the packets which run across from Southampton to Havre, and Jersey and Guernsey. The present system with respect to the sailing-ships showing the single light, I know from having witnessed it myself very recently, to be fraught with great danger. With respect to the steamers, I do not see that you could adopt any better mode than is at present adopted, without you made it one general rule to have two lights in every class of ship.

122. You mean sailing and steaming?—Yes. I believe that would answer the purpose, and prevent the confusion which might arise from not being able to distinguish a steamer from a sailing-vessel.

123. Do you think it essential that you should know a steamer from a sailing-vessel?—No, I do not think it essential. Will you allow me to remark, with respect to steamers at present, we have a number of auxiliary screw vessels established, and those vessels are virtually sailing-ships; when the wind is so strong that they cannot steam head to it, they are then sailing-ships to all intents and purposes, and must be regulated by the same rules as sailing-ships.

124. The screw may not be going?—Yes. If there could be one method to assimilate the whole, I think it would be very desirable.

125. With respect to sailing-vessels, to what cause do you attribute the many collisions we have heard of?—I attribute it to the difficulty of knowing in what direction the sailing-ship may be going; if a single light is only observed, it is impossible for any one to divine in what direction she is going, without carefully watching her by the bearing of the compass; I attribute collisions to a single light of any description.

126. What light do you propose forward?—A bright light, and a red one at the other part.

127. A bright white one?—Yes. If there was a slight tinge of blue in it, it might be an improvement, to distinguish it from any fixed light on the shore.

128. Do you consider that there is that attention and look-out kept that there ought to be in the sailing-vessels, and that it may not be from that that there are so many collisions?—With respect to look-out, it is a difficult matter to get a man to do his duty in that respect; but when the ship is in a thronged, narrow channel, we must only suppose that every man knows he is in danger of losing his own life if he does not keep a good look-out, and it is the duty of the officer of the watch to see that the man is doing his duty.

129. In legislating for coasters, have the men the means of doing that?—No; but I believe in coasters the men are more on the *qui vive* than they are in foreign-going vessels. The coasting vessels generally have a crew on board of men who have been on board ship for a considerable time, and who have made several voyages; whereas, in foreign-going vessels, you ship any crew you can get.

130. Captain Sullivan.] How would you know within two or three points what the course of a vessel was, in consequence of the sails hiding any light?—If she were right a-head of you, you would see only one light; if she were three points on the bow, you would see the red light.

131. Supposing she was going east, you would not know whether she was going west, south-west, or west-north-west, and in either case you would have to put your head a different way to clear her?—There would be two points, I dare say.

132. A steamer meeting a sailing-vessel, and one going east and the other west, would it not be desirable that your light should indicate which side you were passing; are not those important points?—Yes.

133. And your lights would not provide for that, would they?—Supposing the wind to be abeam?

134. Take the wind any way?—If she saw the light right a-head, she would put her helm a-port as a matter of course.

135. Supposing she was steering west-south-west, she would be crossing the steamer?—The other vessel would provide for that by seeing the steamer. I should say it might be two points.

136. Might not the steamer, seeing one light right a-head, put her helm a-port, whereas the vessel steering a little to the right of her, might make it desirable to put it to starboard?—Yes, it might; but I would qualify that remark by saying, that unless the vessels were very close to each other, the difference of two points, the angle of two points by the steamer putting her helm a-port, she would go clear of the other.

137. You allow that within two points on either bow, a mistake might occur?—Yes.

138. Supposing it were possible, and supposing that the sailing-ship could carry at each cathead the lights that a steamer carries at her paddle-box, but without the mast-head light, each light being screened so that you could only see the two lights when right a-head, could a steamer possibly mistake which side she was passing a sailing-vessel?—No.

139. Supposing you saw a vessel a-head, and only saw a single coloured light, would not the look-out man, seeing that light, at once tell the officer of the watch which way she was passing?—Yes.

140. Could he make a mistake as to the way to put his helm if the colour of it was mentioned?—If he was aware on which side the lights were placed.

141. If they were fixed, if it were an established rule?—Yes.

142. Could

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142. Could there by any possible means be a mistake, except through the neglect of some party, as to which way the vessel was crossing?—It could not occur.

143. Supposing that vessels of a certain class or small vessels in particular, could not carry lights for fear of their being washed away, and that the look-out man were provided with a hand green and red light, one on each side kept ready, and he shows that light as he now shows the bright light, would you not equally know which way the vessel was going?—I think such an arrangement would prevent mistake.

144. Then you would ascertain by that one light, every fact which you desire to arrive at by your proposed two lights?—Yes.

145. The *Chairman*.] Must not that light when shown be screened, so that it shall not be seen on both sides of the ship?—If it were placed above the gunnel.

146. I am speaking of where it cannot be fixed in small vessels, that you are to carry them by hand, do you think it practicable, that in a gale of wind, or in strong breezes, that those two lanterns are likely to be kept secure when you want to show them. It must not be seen on the opposite side?—The only objection I have to that is the light being so low down, it is apt to blind the eyes of those on board the ship, and I think would not be so good as if it were a-loft.

147. If the lights are attached to the respective sides of the binnacle, so that the one is always at the man's right hand and the other at his left, would you mistake a light, intended for one side, for the other?—No, it might be made imperative that they should be kept at a certain place.

148. Supposing common attention to be shown to approaching vessels, would it obviate the great difficulty of a person not knowing, by seeing the single bright light, which direction the vessel is going in?—Yes, I think it would; but if such a mode were adopted I should recommend that there should be a permanent light independent of that at either extremity of the ship, I do not care which.

149. The *Chairman*.] What fixed light would you have?—It is a question whether it should be a bright light or a light-blue light.

150. Do you see any reason why, under those circumstances, the light should not be the same as the steamers at the present moment, a bright light at the fore, showing a red light on the port side and a green light on the starboard side?—No, I think the plan would answer if it was generally understood.

151. Do you know the expense of a light for the night?—I have just been getting two lanterns made; I have gone to some expense in the matter; they are not quite finished today. I think the oil is 5 s. a gallon; about 7½ d. or 8 d. a night.

152. For each lamp?—Yes.

153. Summer or winter?—That is to burn twelve hours.

154. Do you anticipate any evil from having so many lights when sailing in the narrow parts of the channel amongst 200 or 300 vessels?—I think a man who has his judgment about him could not get into difficulty by watching the bright light aloft and the coloured light at the side, because it would show him which way the ship's head was.

155. Now, as to ships lying-to?—I should make no distinction whatever.

156. You would keep the same lights?—Yes, or at anchor either.

157. There have been serious objections raised to the bright light at anchor, inasmuch as it may mislead vessels by taking floating lights for the shore lights?—The only way, I think, to obviate that is this; I think a light, with a blue tinge in the glass, would obviate that.

158. A blue light is not known from a green?—I believe there is very little difference.

159. Would not one light, when the ship comes to an anchor, answer the purpose of showing that she is at an anchor? Supposing a red light hoisted at the fore or at the main?—It would not show which way her head was.

160. Do you think a red light, where best seen, would answer the purpose?—Many of our harbour lights are red lights, which would be an objection. They are adopting green lights at Ramsgate. If red lights were done away with and green established on shore, and by having red lights hoisted on ships at anchor, you might distinguish them.

161. Captain *Sullivan*.] Have you been in the habit of fitting small screw-steamers with the fixed lights—you know cases in which they are used?—Yes.

162. Many of them are very small, low, and deeply laden?—Yes.

163. Do you find any difficulty in carrying the fixed lights in them, or are they often washed away?—The only instance I know of is a vessel that runs between Southampton and Carantan. I have not heard any complaints of her lights being washed out, and she is a vessel under 100 tons, bringing cattle across. The lights are low down.

164. As to the generality of sailing-vessels in ordinary weather, particularly in the larger merchant ships, do you think there would be any objection to fixing lights in them in the same way as in the small screw-steamers?—The difficulty, I take it, is, to know where to place them, so that they shall be clear of the working tackle of the ship. The fore sheet is in the way if you have it forward, and the main sheet if you have it aft.

165. Probably that in some ships if they are bound to show a light they would prefer fixing them where they could be seen?—Yes.

166. Captain *Harris*.] You are of opinion that a constant fixed light should be at the mast-head?—Yes.

167. The *Chairman*.] Respecting fogs, do you think it desirable that both steamers and sailing-vessels should give some sound to show that they are in the neighbourhood of other vessels, not to show what tack they are on, to keep it as simple as possible, the steam-whistle in steam-vessels, and when they have not that, the horn should be used, being the

Capt. G. Peacock. loudest and the best?—Fog-horns are very excellent things. As well as the fog-horns I think the bell should also be struck.

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168. Do not you think a horn is heard further than a bell?—No doubt.

169. Many of the coasters have no bells?—No, they all use the fog-horn.

170. Would it not be well to establish those two, the whistle for the steam-vessels, and the horn for sailing-vessels?—Yes. I believe the fog-horn has gone very much out of use.

171. Captain *Sullivan*.] If a fog-horn were used to denote the presence of a vessel would it not be necessary to fix a limit as to the time, the number of minutes or seconds within which it should be sounded?—They never would attend to that. A gong would be the best thing, but that is expensive.

172. The *Chairman*.] You said you had a lantern?—I will send it up, or come with it. It is a globe lantern for the mast-head; it is hoisted so that it shall remain steady where it touches the truck; it shall not move a bit.

[The Witness withdrew.

Mr. *Edward Watson Jones*, Master of the Trinity House Yacht, Examined.

Mr. E. W. Jones.

173. The *Chairman*.] HOW long have you been running up and down the river?—About 34 years altogether; I have been about 18 years in command.

174. On this coast wholly?—Yes, in the Trinity Service.

175. Have you given your attention to the showing of lights in steamers?—Yes, I have in some measure. I think the lights at present used in the steamers are the most efficient that can be used; my opinion was rather different when first established. I thought the two lights were the most efficient at that time, but I would not make any alteration now.

176. What do you think the principal cause of the collisions we meet with?—A bad look-out. I think in the English Channel there are more than anywhere else, or quite as many.

177. Are there more accidents happen when you get to Dover than when you go up the Swin?—I do not think that there is more damage done in the Swin than in the English Channel. There is more between Dungeness and Dover than in any other part.

178. To what do you attribute that?—To the want of look-out.

179. Do you consider that the merchant vessels attend to the present regulation of showing a light whenever they meet another vessel?—I think they do generally, they do not always; occasionally you see vessels and they do not show a light, that is, show the bright light.

180. Do you think the present rule of showing that one bright light satisfactory?—No, I think not at all; you cannot judge at all which way the vessel is going.

181. What would you suggest to remedy the evil?—I think the most simple mode would be a red light and a green light to be shown over the side; to have two lanterns always alight, so that they may be shown whenever a vessel is approaching, to show the tack the vessel is on.

182. Would you show the tack or the side of the ship?—The tack; it is of no importance the side of the ship.

183. If you were looking at a ship's starboard side, would you not know which way to go astern?—Yes, you might; but I should like to know which tack she was on, which way she was going, and let me use my own judgment about going clear of her.

184. Would it not answer the same purpose if you knew which side was towards you?—It would show the tack she was on, of course.

185. Tell us from your experience the sort of look-out that is kept in ships in the Channel?—Very slack in most merchant vessels; there are scarcely hands enough to keep a look-out.

186. Will not the showing of these lights to show the starboard and port tack, if there is not a look-out, answer the purpose?—It would be of no use.

187. Would you do anything to obviate that?—It would be of no use, you could do nothing with that; it depends entirely on the people who are in her, whether they see the importance of it or not.

188. Would a fixed light obviate the evil on board of a sailing-vessel?—If you have two; but I do not know where you could fix them: if you had one on each side to show the two sides, that would obviate the evil. We are talking about very small vessels, such as the Humber-keels, they are not above two feet, or two and a half out of the water, so that you could not have a light on their side; but if they had a light to hold up, if they are keeping a look-out, the chances are the steamers would go clear of them; if they do nothing they would go clear, but it is their doing what is wrong that causes the collision.

189. Would it save many of the collisions if a sailing-vessel was bound to keep a light at her mast-head forward, and to show the same light as steamers, to show the different sides?—I do not think that would do at all, for I do not know any part of the ship where you could show it.

190. A fixed light at the mast-head?—I do not approve of that at all; you might mistake it for a steamer.

191. Do you think it necessary you should know a sailing-vessel from a steamer?—Yes, the collisions are most fatal when caused by a steamer running into a sailing-vessel, than by two sailing-vessels. I do not know any plan more simple than first showing one light and then the other; it will not do to have one lantern; there must be two separate lanterns. I would show it anywhere where it is best seen.

192. Captain

192. Captain *Sullivan*.] In a steamer, could you at all times tell what tack the vessel was on when you saw her a-head? Supposing she carried a red light, and you saw a red light a-head, could you tell by that red light which way her head was?—Yes.

193. If you were steaming 10 or 11 knots an hour, would it not be clear by the smoke how the wind was?—No.

194. The persons ordinarily in charge of a steamer might mistake?—They might.

195. Supposing they were going two or three miles an hour, and a very light breeze, they would be very apt to suppose the wind east when it was really west, and they would be apt to do wrong?—Yes.

196. It must be a matter for your own judgment whether you port your helm or port your bow?—Yes.

197. If you knew which way her head was, that is the most important?—Yes.

198. Then do not you think it would be very important that all sailing-vessels should come under the same rule of passing the red light on the same side, starboard or port, the same as is now done in steamers?—Not to be fixed.

199. That is a question whether small vessels can fix them, but to show them when a vessel is approaching?—Yes.

200. Is it not desirable that the same rule, on seeing red or green lights, should be adopted by all vessels afloat, whether sailing or steam?—Yes.

201. The *Chairman*.] With respect to a fixed light at the mast-head?—I do not think you can tell which way she is going if you see a fixed light.

202. I am speaking of a fixed light in addition to the two below.—It would be rather confusing; she would appear like a steamer. I would like, at all events, that they should appear as what they really are, and not made so much like steamers.

203. Now, respecting ships at anchor?—In close roadsteads they are very confounding; the bright light, it shows too much light.

204. What would you suggest in the place of it?—A red light would be the best, I think; a green is not very distinct; you can hardly tell it from a bright light; a red light being so subdued you get the outline of the ship.

205. Where would you show it?—At the mast-head.

206. Or wherever best seen?—I should say the mast-head.

207. Captain *Sullivan*.] Where best seen, or above a height of 30 feet?—Yes.

208. Do you not think that a fore-yard-arm would be a much fitter and better place than the mast head?—Yes, it would be oftener seen.

209. You said you think there ought to be a distinction between the steam-vessels and sailing-vessels?—Yes.

210. What is your reason?—A sailing-vessel goes generally slower than a steamer; being in a steamer, I should not like to depend upon the lights of a ship, because I do not know where you could put them to be clearly seen.

[The Witness withdrew.]

Mr. *Thomas Emerson*, Master of a Trinity-House vessel, Examined.

211. The *Chairman*.] DO you command a vessel?—One of the Trinity vessels.

212. How long have you been in the service?—About 20 years.

213. Where have you been mostly employed?—Always in the Corporation service.

214. The Trinity service?—Yes.

215. On all parts of the coast?—Yes, all round the coast.

216. Have you given your attention to the carrying of lights to prevent collision?—Yes.

217. What do you think of the established system in the steamers?—I think they are excellent as at present exhibited.

218. They are satisfactory, you think, and you would not suggest any alteration in them?—Not any; only they ought to be well fitted.

219. What do you think is the cause of so many collisions?—I think the chief cause is not a sufficient look-out; that is the greatest cause; vessels only exhibiting one light, steamers I am speaking of, makes it very difficult to tell how they are going.

220. Have you been much on board sailing-vessels; have you been piloting?—Only in the Corporation fore and aft vessels.

221. What would you recommend to obviate the evils that exist now, as to the present system, which is showing one white light?—I should recommend two lights, one at the mast-head, above all sail, and one at the bowsprit, or jib-boom end.

222. What colours?—Bright.

223. Do you think it is necessary to have a fixed light?—Two fixed lights, so as to point out the vessel's head at all times.

224. Do you think you could always answer that that would show you which tack a vessel was on?—It would show exactly how she was going; one being high at the mast, and the other low on the bowsprit, would always show which way her head was.

225. If you were on her quarter you would not see the jib-boom?—If we were right aft, perhaps not.

226. Then it would not much signify?—No.

227. Do you think all the small craft could carry a light at the jib-boom?—I think they ought to be made to do so.

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228. It would be under water?—The light on the stay would be a sufficient height: that does not pitch into the water. You are speaking of a sloop?

229. No, take them as they come: as for sloops there can be but one place. Is there no other way that you can suggest, besides that, for obviating the evil, and showing which way the vessel is going?—A vessel might show a green or red light, to show which tack she was on, which would be better than the present system of showing one bright light; but the two fixed lights forward, I think, would be the best.

230. Better than having the green and the red to show which tack the vessel is on?—I think so. Perhaps, in hazy weather, they might not show that light till the moment of collision. If it is only to be shown when they are coming into collision, it might be shown too late to do any good.

231. It is for that reason you think there ought to be two fixed lights?—Yes.

232. You have not a very high opinion of the look-out that is kept in a sailing-ship?—No, there is a very poor look-out. It is very often the case.

233. Do you know any reason why sailing-vessels should not carry the same lights as the steamers, if positions could be found for the lights below?—I think it is better to distinguish steam-vessels by night, to know that they are steam-vessels.

234. You think there ought to be a distinction between steam-vessels and sailing-vessels?—Yes.

235. What would be the objection, supposing you carried the two lights only, one on the port and the other on the starboard side, the red and the green?—There would be no objection to that; that would be a distinction certainly.

236. I am not speaking of the permanent, but to show them occasionally with no fixed light?—I think they would very often just pop them over at the moment of collision, especially in hazy weather.

237. You would not trust them?—No; if they are to have a light on deck, they had better show it out permanently.

238. Captain *Ellerby*.] Supposing they were red or green lights to show the tacks, where would you propose to fix them on board these small colliers?—It would be difficult to fix the coloured lights on board a collier.

239. Do not you think the lights you have described, the two white lights in a large fleet of colliers would be very confusing?—There would be a certain amount of confusion, but it would be plainer than it is at present.

240. As plain as exhibiting either a red or a green light as occasion required, according to what tack the ship was on?—I think it would, to see each pair of lights moving.

241. Would not the most simple method be to do away with the white lights, and to have the red for the port and the green for the starboard side?—I am rather in favour of the other; because I think very likely they would not show it.

242. But there are certain positions in the ship where you would not see it at all?—It may be.

243. Captain *Sullivan*.] Are you aware that the sails of a sailing-vessel will hide many a light that a steamer would not. You say you would put it on the fore-stay?—The topmast stay.

244. Could that light be attended to in a cutter in the North Sea, as they generally are with the topmast down, with a jib set; where could you put that light? On the forestay it would be hid to all vessels on the lee-bow?—It would be difficult.

245. Could you get a person out on the bowsprit of a cutter at all times to put it out or bring it in?—I should think you could.

246. Captain *Ellerby*.] Speaking of a billy-boy, you would not send a man out on her bowsprit?—In a particular state of the weather I should put it at the stay-head; most of the billy-boys have a good netting under the bowsprit.

247. The *Chairman*.] As to being at anchor, what would you recommend?—I should think they ought to exhibit a red light at anchor, which is better than the present white light.

248. Where would they exhibit that?—Nearly to the mast-head; a stout mast will hide so much of the light; I think it is better two-thirds up the fore-stay, or two-thirds up the shroud; it must be hid in one position or another; at the mast-head they would not see it in a certain portion of the horizon, being close to the mast.

[The Witness withdrew.]

Mr. John Small, Trinity-House Pilot, Examined.

Mr. J. Small.

249. The *Chairman*.] ARE you a Pilot in the River?—The River and Channel.

250. How long have you been so occupied?—For 27 years.

251. What do you consider to be the cause of the frequent collisions in the Channel?—There are many causes; one is frequently the want of a proper look-out, and improvements might be made relative to the way in which ships carried lights. These are, I should say, the two principal causes.

252. With respect to steamers, what do you think of the system at present established?—I think that no better rule could be adopted than what is already adopted relative to steam-vessels.

253. With respect to sailing-vessels, have you been much on board of sailing-vessels going up the river?—I have principally occupied myself in sailing-ships.

254. Have you heard the masters of those sailing-ships express any desire to have the system

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system altered as at present established?—No; to the contrary. I have great difficulty in making them conform to the Admiralty order relative to lights; for many of them have a very great objection to hoisting a light, and I am very frequently obliged to use argument to show them the necessity, and the liability they are under if they do not do so, more especially at Gravesend. When I find that the officers are obstinate, I take them on one side and tell them the liability they place themselves under. I show them what the law is, that they may not plead ignorance in case of anything happening.

255. What would you suggest to improve the present system for sailing-ships?—I have thought of several things. The best thing that has occurred to me was to have lights of different colours, red and green; the bright light where it is shown, the brighter the better, more especially on board of a vessel in motion.

256. We are speaking of vessels in motion?—I think if there was a green light, it would indicate to the other vessel that she was on her starboard tack; and if on her port tack a red light to be exhibited.

257. But you think that there ought to be a permanent light at the mast-head?—Yes, I do.

258. A bright light?—A bright light; the mast-head, or some other part of the vessel, the bowsprit end would do. The American ships, many of them, put a bright light at the bowsprit end; they pay every attention to it.

259. Captain *Sullivan*.] Under the jib-boom?—Under the jib-boom.

260. The *Chairman*.] What would you do respecting the red and green lights; where would you fix them in sailing-vessels, or would you not fix them at all?—Supposing such a rule to be adopted, it would be necessary to make it imperative to have them fixed; were they not so, the probability is you would never get the order complied with.

261. In the small coasting vessels what are we to do with them, they would be under water frequently?—There is a difficulty in it. The only thing that could be adopted on smaller vessels is, they would have to exhibit a light in their rigging.

262. It might be seen on both sides; that, we want to avoid?—The sails would obscure it from being seen.

263. Captain *Ellerby*.] That would not apply to a square-rigged vessel?—No.

264. The *Chairman*.] The red and the green light would frequently be washed away?—The lantern ought to be so constructed as to throw a green light on one side and a red on the other, and to be fixed at the mast of the vessel.

265. Would not that confuse everybody on board?—It must be so constructed as to shade the glare of the light from the deck of the vessel, and likewise throw it seaward. I think I explained before that if they were not fixed they would not pay attention. The difficulty would be in smaller vessels; there would be no difficulty in ships.

266. Captain *Sullivan*.] In an American liner, where could you place the light where the sails would not, at any point, interfere?—Before the fore rigging; they might be placed so that the sails would not interfere in any way.

267. Which is the principal difficulty? is it that they do not show a light at all, or is it that when they do show a light, under the present system, you do not know which way the vessel's head is, and do not know which way to go under her stern?—The showing-the-light system is the most safe.

268. What do you find, when you are approaching sailing-vessels in a steamer, will be the chief difficulty; do you find that they, in most cases, do not show a light, or that when it is shown, you have no means of ascertaining which way the vessel's head is?—I do not see that there is any difficulty arising now in any sailing-vessel approaching a steam-vessel, if she pays proper attention to the regulations laid down for her guidance.

269. I am supposing you in a steam-vessel, and the regulation for a sailing-vessel is, that she shall show a light when she sees a ship approaching; do you find generally that the sailing-vessels do that?—There are so many vessels you meet, you might pass dozens without their showing a light at all; others you see their lights up as they approach. I have frequently met with vessels in the Channel, and they have never made any indication, by light, that they have been approaching, and I have passed others very frequently with their lights.

270. I want to know why you wish to change; whether it is that vessels show no lights at all, or whether it is that you do not know, when it is shown, which way the head is?—I find that a vessel showing a light you have a much better opportunity of clearing her.

271. But do you find generally that they obey the law of showing a light to an approaching vessel, a single bright light?—We can only speak of our own experience. On board of ships where I have been, I am generally prepared to show a light, and have a light in a lantern.

272. Most pilots do?—Yes.

273. Most vessels in the narrow waters are in the habit of showing the bright light if they see a steamer coming on them?—Yes.

274. That being the case, the steamer now has no mode of ascertaining which way the vessel's head is; is that so?—Yes.

275. She has to hesitate which way to put her head?—Yes.

276. You depend on the vessel showing the light?—Yes.

277. The same amount of attention would enable them to show the red and the green if they were ready on deck?—Yes.

278. Instead of a white light, if you saw a single green or red, and knew that one was always on the starboard and the other on the port side, would you know which way she was standing?—Yes. The meaning of the white light is, when you see a steamer approaching

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or passing, you find it is necessary to show him a light. What I understand by showing a light is, "We see you;" that is, from the ship; and we are acting in conformity with the law. The steamer sees me, and I see him, and therefore no collision could take place; at least this is the view that I take of it.

279. But if you are on a wind on your starboard-tack, and you see a steamer on your starboard-beam, the steamer is bound to go under your stern if you show her a light?—Yes.

280. If you could show a green light on the starboard and a red light on the port, the steamer would know which way your head was?—Yes.

281. And that would obviate all the difficulty of the sailing-vessel meeting another not knowing which side was towards her?—Yes, no question; and it would be a most useful rule.

282. If a vessel now does not show any light, and is run over, she does it at her own peril?—Yes.

283. And they would have the same guarantee, namely, their own interest, to make them show the green, as they now have to show the white light?—Unquestionably. The greatest difficulty there is, is in making them conform to the law. I find more difficulty when at anchor than I do under way.

284. Do you consider in a sailing-vessel or in a steamer meeting another vessel in the night, when you cannot see whether she has any sails set or not, that it is very desirable that you should know whether the approaching vessel is a steamer or a sailing-vessel?—You cannot mistake that.

285. Supposing a sailing-vessel hoisted the lights that a steamer does, would you like to know whether the vessel nearing you was a steamer or a sailing-vessel, is that of importance; because if you have the same lights exactly, one forward and a green and red aft, you would not know the difference between the two?—No.

286. Is it desirable that the lights should be sufficiently distinct, that while they show the sides correctly, they should still show the difference between a sailing-vessel and a steamer?—It is not very material; it might be desirable if it could be so arranged for a ship to indicate that she was either a steamer or a sailing-vessel; a steamer is much faster than a sailing-ship, and it might be necessary to know whether it is a vessel proceeding at the same rate of speed as you are. The necessity is to see a ship in time to clear her. In hazy weather I do not think a red or a green light would throw its light far enough in the distance, more especially with a fast steamer, to give her time to clear before a collision.

287. In hazy weather, does the red and green light of a steamer in sufficient time show which side she is passing?—No; but you see her bright light in time to indicate that there is an object approaching, and as she nears you can distinguish which side to pass her.

288. Do you believe that in those small vessels they would keep the bright light trimmed?—It would be useless for me to venture an opinion on that subject; but from the negligence I have seen on board ships, I think they would not, unless an example is made; but I have had so little to do with small vessels that I could not venture to give any opinion on the subject.

289. Do you think you could get that attention to a bright light that there is on a steamer?—I would insist on it, and I do always insist on it.

290. Only to show the light?—Yes, and where it can be best seen.

291. The *Chairman*.] The white light at the mast-head, and another as far aft as it could be seen to a vessel approaching, would not that show which way the vessel was going if you saw the one aloft and the other aft, or with a bright light aft and a red light at the fore?—The only way it could be obviated would be, by showing two bright lights, a sailing-ship to show a bright light at the mast-head, and a bright light from the starboard side in the room of the green and the red light; that would distinguish a sailing-ship from a steamer.

292. As to being at anchor; what would you recommend for vessels at an anchor?—I do not think you can have any better regulation than we have got, if it is only properly observed. I do not see that anything can be done better for the safety of vessels to prevent collision than that which is at present adopted.

293. That is with a bright light?—Yes. The only thing that I see why it cannot be in all cases borne out is, there is something as to the way in which the law is worded, where it has been in many instances practically impossible to carry it out, that is, that the light is to be hoisted at the mast-head. One question is, which mast-head the law means, whether it is to be at the foremast-head or any other. All the law says is, that it is to be hoisted at the mast-head. For steamers there is a provision made when in roadstead she is to hoist it at the foremast-head. I do think that a light might be placed in a more conspicuous place frequently than even at a mast-head.

294. Captain *Harris*.] It does not say "where best seen"?—No.

295. The *Chairman*.] Suppose it did say "at least 30 feet above the deck," would that be an improvement?—Yes, I think so.

296. There have been objections made to the colour of the light, that it is not necessary that you should see vessels at an anchor only in sufficient time to clear them, and that it interferes with the floating lights that there may be in the different ports; and it has been suggested by several that it would be an improvement if it was a bright red light instead, that that would be seen at a sufficient distance for them to clear it or to come to an anchor?—There is only one light in our Channel likely to be mistaken.

297. At the Nore they have been obliged to alter the light in consequence?—There is only one light in our Channel that a person could possibly make any mistake about, and even so as to the Mouse Light, he could have but very little practice; if there were 100 vessels anchored

anchored about it I could pick out that light. The Nore light is a revolving light; the lights are so distinguished that it is impossible to make a mistake with them.

298. Would you prefer, in adhering to the present mode, hoisting the bright light, or would you have a red one?—Nothing can be an improvement in that respect.

299. It has been said when there are 400 or 500 sail, if all the vessels carried fixed lights it might lead to great confusion; supposing you carried your bright light at the fore, and again it was suggested that they should be as in steamers; if you were going up the Swin, what do you think of the number of lights that would be shown; would it lead to confusion?—It would cause confusion to have all the lights at the same moment of time in such a place as the Swin. I think there cannot be a better mode than having the light in readiness; or, when you see a vessel approaching, immediately show your light over the side of the vessel, and to indicate to him that you see him, or that he may see you if it is a steamer.

300. Is that the bright light, or would you have the red and the green?—The red and the green, because that would indicate the tack you were on. I am speaking of the Swin at this moment.

301. Would that lead to confusion, or would it assist you to get through the Channel?—In the Swin it is not of the slightest value; with a large fleet of colliers it would not assist at all for each vessel to have a mast-head light burning, all being in motion at the same time.

302. Would the green and red lights occasionally shown be advantageous?—I have no doubt of it; I think there can be but one opinion on that subject.

303. Captain *Sullivan*.] The steamer's light only shows a certain part abaft her beam?—That is all.

304. Captain *Ellerby*.] Do you know why the Nore light was changed from a fixed to a revolving light?—In consequence of some mistakes being made.

305. Do not you think that would be obviated by having a distinguishing colour if a vessel is at anchor?—You would not see them so far. The great object is to see a light as far as you can; it is to prevent vessels in motion coming into collision with vessels at anchor.

306. It has been said that so many bright lights dazzle the eye in running in to an anchor, and you do not make the hull out at all, and that you cannot distinguish them from shore lights?—I do not know one part of our neighbourhood where such a mistake could be made. I never saw the weather such in which I could not easily distinguish a ship's light from a shore light.

307. How many red lights do you pass from the Thames down as far as you go?—Two; there is a light that only shows red at intervals; but there is another, a fixed red light.

308. Do you fear that a red light, thirty feet high, in the place best seen in a ship at anchor, would make it a bad thing to show a red light from the side, to show which side was towards you; could the two cause confusion?—I do not see it would be of any value because she sees the vessel's light when she is at anchor, and you act accordingly to clear her; it is of no value your showing a light to the ship riding, but the light of the ship riding is of value to you.

309. Captain *Harris*.] But yet you do not object to a ship carrying a bright light in the Channel?—No, because you can see her, and provide accordingly, where you have not only room, but the opportunity of clearing vessels by one manœuvre. In the Swin you might have to manœuvre twenty different ways in making her passage up.

310. You would prefer the suggestion of Captain *Sullivan*, that the ship in the Swin should show either the red or the green light, according to the tack they were on?—Yes.

311. The *Chairman*.] In the Swin they must be on the alert?—Yes; each man is keeping a bright look-out for any object that may be approaching; by having a green or a red light, they would see what to do.

312. Have you any suggestion to make in the event of a fog?—I think the best thing is a gong.

313. Small vessels cannot have a gong; do you think a steam-vessel could give any notice of being in the neighbourhood by her whistle?—Yes.

314. And do you think that the small vessels, if they were to blow their horns, it might be of use?—Unquestionably, it is of very great service, and they invariably practise it.

315. Not to show what tacks they are on, but merely to show they are in that vicinity?—Yes.

316. Captain *Sullivan*.] All fishermen could carry a horn?—They use a bullock's horn if they have no other.

317. And when they anchor in a fog, it is more necessary that they should keep their horn blowing than when they are under way?—Quite so.

318. Captain *Ellerby*.] You are quite a convert to red and green showing the different sides of a vessel?—Yes.

319. Do you think that a white light exhibited in a running ship would be of value?—Yes.

320. The *Chairman*.] That would be shown forward, of course?—Yes.

321. In the fore-top-gallant mast-head?—Yes, any place where it would be best seen; I think on the bowsprit would be the best place.

[The Witness withdrew.]

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Mr. G. Butchart.

Mr. George Butchart, Trinity-House Pilot, Examined.

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322. The *Chairman*.] Are you a pilot in the river down to the Land's End?—Yes, from London Bridge to the Downs.

323. How long have you been a pilot?—Ten years.

324. Have you been much in sailing-vessels?—Almost exclusively in sailing-vessels.

325. Can you state from what cause we have so many collisions?—No doubt from the want of a well-established system of lights, I think.

326. Not from the want of a look-out?—Not altogether.

327. Have you given your mind much to it?—I have thought a good deal on the subject of lights.

328. Have you talked over it?—Yes, frequently, and I have made it the subject of considerable thought.

329. As to steam-vessels first?—The red and the green light, so far as steam-vessels are concerned, has acted admirably well; and it is a well-understood thing for the red to be on the port and the green on the starboard side, and I think it requires the adoption of the same principle among sailing-vessels. In a steamboat approaching you you not only see the lights which indicate there is a vessel, but the colour of the lights indicates the direction of the vessel towards you. If I lose sight of the green and see only the red, I know she is porting the helm.

330. With respect to the sailing-vessels, what lights would you have them carry?—I think it requires only the same lights to be shown from sailing-vessels, the red on the port and the green on the starboard side.

331. What do you say about the mast-head light?—The steamers to continue them.

332. The sailing-vessels?—The sailing-vessels to have no mast-head light; that is my opinion, and in that case you can easily distinguish them from one another.

333. Why do you think there should be a distinction?—The one is not so much under the control of the elements as the other; the one is greatly influenced by the winds; the steamer can do what she likes with her helm, but the sailing-ship must be guided in a great measure by the winds.

334. We are legislating for the coasting trade as well as others?—I have been in the coasting trade too.

335. Where would you carry the two lights?—That has been the difficulty in my mind, to make the same principle apply to all vessels; but I think there are some difficulties in small vessels, in the large ones none; I think the bowsprit; and if the lantern could be so constructed as to show two sides of light. There is a lantern by Oliver, that shows the red and the green, and the bright light a-head; a good many vessels have it, and the captains approve of the green and the red; but the bright light a-head, I cannot see of what importance it is, because it confuses, first losing sight of the bright and getting sight of the coloured. One of the greatest difficulties is that when you see a vessel on a dark night, you cannot tell what she is doing. He has only to starboard the helm when he sees the green. I disapprove of the plan of showing lights only when vessels are seen, because in dark nights vessels are close upon you before they are seen.

336. All your argument is based on that lantern you have been speaking of, which can be, but has never been yet?—It does not show the light in the proper direction; it might be made to show the light right a-head; it must be seen abaft the beam; that is an angle of 45 degrees as I have sketched it there (*showing a sketch*).

337. Should this lantern not answer its purpose, what have you to substitute for it? There is great doubt that the two lights will be blended, and be of no value?—By introducing a shade between the lights, so that the red can be distinctly seen on the port side, and the green on the starboard side, there can be no difficulty.

338. Captain *Sullivan*.] Where would you put it in the fishermen's boats?—There is a difficulty in small vessels; it is a very excellent thing, the red and the green light, and it is a great pity to sacrifice this principle for the sake of a few small vessels.

339. There are a great number of them; and we must not talk of sacrificing them?—Then there might be an iron stanchion a few feet high, and fix the lantern in there.

340. The *Chairman*.] As to the colliers?—They do not plunge their bowsprits in always; it seldom happens; it must be very bad weather when they plunge in so deep as that. I do not see anywhere to place it.

341. Captain *Sullivan*.] The point is, how you would fix a light in any sailing-vessel so that the lee clews of the courses should not interfere with its being seen?—That is it. Then there is the idea of having it at the bowsprit end.

342. The fishermen, and sloops, and cutters, could not possibly put a man out on the bowsprit?—No; the only way is to have it somewhere further up. Could it not be understood that all vessels, where it is practicable, should have lights at the bowsprit end; and in small vessels it is very possible to have a small iron stanchion to fix and unfix, which might be so erected as to show a light without having it at the bowsprit end at all.

343. Do you believe that in a collier, or a small vessel, you would get that light attended to in bad weather; when it is brought in to be trimmed the vessel would be without a light for some time?—It should be not only imperative, but they would consider that their own safety depended on the light being seen. I have known masters in dark nights would have given anything to know what tack a vessel is on.

344. Do you find, generally speaking, that a vessel you are approaching crossing your bows shows you a white light suddenly?—Yes.

345. And

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345. And you do not know which way she is going?—No.

346. If a man takes up the binnacle light, he generally holds it in the direction of the vessel approaching?—Yes.

347. Supposing there was a light attached to a board, it would show in every direction a-head?—Yes.

348. And if you were in a steamer, and saw a vessel a-head, and she showed you a green light right a-head instead of the present white light, would it not be safe to starboard your helm?—Yes.

349. Do you think if you cannot fix the lights that that will be sufficient?—I do not think it would answer as well.

350. But a great deal better than the present system?—Yes.

351. The *Chairman*.] This lamp, that you are speaking of on the bowsprit, would it not puzzle the look-out man?—I cannot see that; it would be shaded to him; it cannot affect the man's eyesight at all. I know of no other way in small vessels than that of having an iron stanchion to fix and unfix, and to show the red light on one side and the green on the other.

352. I suppose the colliers are always on the alert?—Yes, and they make great mistakes. There is a good deal of stupid work with reference to them; there is a great deal of ignorance about these lights. I have impressed on many masters of vessels, "If you meet a steam-boat at night time, be sure you port your helm."

353. Wherever it is fixed, if the green light was shown to vessels approaching nearly opposite to each other, you would establish a rule that all green lights should starboard the helm?—Yes.

354. That would obviate the difficulty of every vessel putting her helm a-port?—Yes. I was going to suggest that seeing the ignorance which prevails among the masters and mates of vessels about lights, I would suggest that there should be rules and regulations printed on a card, and it should be hung up so that they might have it distinctly in their minds. If this difficulty, as to where to place the light could be overcome, I think the red and the green ought to be adopted; and there are a great many express themselves as strongly on the subject as I do myself. I think, also, that they ought to be fixed.

355. The *Chairman*.] You are of opinion that in small vessels you cannot use fixed lights?—No, only when vessels are approaching; but, I think, in large vessels, colliers for instance, they might always fix the two lights at the bowsprit end. I have abandoned the idea of one lantern.

356. Captain *Harris*.] In sea-going ships above a certain size, you think they ought to have fixed lights, the same as steamers?—Yes.

357. The *Chairman*.] And where it is not practicable, to show them by hand?—Yes.

358. Captain *Sullivan*.] Fixed side lights, the same as steamers?—Yes.

359. The *Chairman*.] You would say, in all cases where it is practicable to carry a *fixed* light?—Yes.

360. Respecting vessels at anchor, what is your opinion?—I think the system at present adopted is a good one, showing a single bright light.

361. You think that is better than a red light?—I think so, because a coloured light comes into the way of vessels navigating each other.

362. It would be shown a-loft?—Still at a distance you cannot tell how far it may be; it may appear to be very high or very low; it depends a good deal on the state of the atmosphere. I think the present system has answered very well.

363. The bright light?—Yes. I never heard any difficulty expressed by any one.

364. Captain *Harris*.] Is not that bright light liable to be taken for the lights on shore on a hazy night?—I never heard any difficulty expressed about it.

365. Captain *Ellerby*.] You are aware of the Nore Light being altered?—Yes; it was a good alteration; it is a locality where a great many vessels go up and down. The Mouse is a fixed light; still there are a good many anchor there, but not so many as in the vicinity of the Nore.

366. I fancy it was because the Nore has been taken for ships' lights at anchor. That does not quite carry out your views, that those lights may be easily distinguished from ships riding at anchor?—There is the Nore and the fixed light, I have never found any difficulty in distinguishing them, because there is a greatness and a brightness, and a lustre in a light-ship's light, which you do not find in vessels ordinarily.

367. Captain *Sullivan*.] Do you see any objection to a red light hoisted 30 or 40 feet, for vessels at anchor?—There is a dimness about a red light.

368. Do not you think the red light would give you warning in sufficient time?—I might think it was a steamer coming up.

369. But you forget the white light?—There is the mast-head light certainly, but I never found any difficulty; for my own part, I never had any objection to the present system.

370. Captain *Harris*.] You think that every vessel at anchor should show a light, be it bright or red?—Yes.

371. The *Chairman*.] On the whole, which should you prefer?—The bright light as at present.

372. Respecting fogs, what would you suggest?—I think it is very difficult to establish any rule with reference to vessels in fogs.

373. Is it desirable that all steamers should make use of their whistles in a fog, and that other vessels should blow their horns just to show their position?—Yes.

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374. Not to show the tack, but to let them know they are in the neighbourhood?—Yes; in all coasting vessels and colliers they now carry horns, and when they are near each other they are always sounding them; if you hear the sound getting more distinct and loud, you know that a ship is approaching you.

[The Witness withdrew.

Adjourned till 11 o'clock to-morrow.

Second Day.—11 March 1856.

PRESENT :

Rear-Admiral Sir H. D. CHADS, K.C.B., Chairman.

Rear-Admiral Beechey.

Captain H. Harris, H.E.I.C.S.

Captain B. J. Sullivan, R.N., C.B.

Captain B. Ellerby, Trinity House.

Mr. R. W. Hamilton, Secretary.

Mr. Thomas Sadler, Shipmaster and Pilot of the Trinity House, Hull; Examined.

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375. The *Chairman*.] WHAT is your profession?—Captain of a steam-boat, and also a pilot.

376. Where?—Out of Hull.

377. Rear-Admiral *Beechey*.] Are you a pilot of the Trinity House?—Yes; and a Humber pilot also.

378. The *Chairman*.] What has been your experience?—I have had about five years' experience in steam, and I have been master of a ship 20 years.

379. What size ship?—The largest size was 250 tons.

380. And have you been in any of the coasters?—I have generally been in the Hamburg and Rotterdam trade.

381. What size vessels are those?—Two hundred and fifty tons; the steamer I command now is 650.

382. Do you consider the present established signals for steam-vessels satisfactory?—I think they are, if properly carried out.

383. Whoever does not carry them out is liable to the damage occasioned?—Yes.

384. But if properly attended to they are good?—Yes; I think they cannot be mended.

385. What is your opinion as to the sailing-vessels?—Great neglect on the part of the sailing-ships.

386. In the look-out?—Yes; and also there is a great deficiency in the lights of the sailing-vessels.

387. You are aware what the light is?—A bright light.

388. Occasionally?—Yes; when they see a vessel.

389. What would you suggest as a remedy for the evil?—I should suggest, it having been my opinion for some length of time, to have a lantern constructed so as to show three different shades.

390. Provided we cannot have that, what would you suggest as a remedy?—I do not mean to show three lights at one time. I have my relieving lantern, which I put up when I trim the other lamps; that is, either a bright one at the mast-head, or a green or red on either side, whichever lamp wants trimming, immediately it is taken away, this lamp is placed in its stead.

391. That is for a steamer?—Yes; and I think that a lantern similar, for a sailing-vessel, would answer the purpose.

392. On what occasions would you show it?—Whenever I saw a ship of any description, either a sailing-vessel or a steamer; when I was on the port-tack, I would show a red light, and on the starboard a green; and running, I would show the bright light. I think, by so doing, it would point out the position; because, when we see a sailing-vessel now, she shows a bright light, we cannot tell whether she is running, or on a starboard or port-tack; it is impossible to ascertain the way she is going. I have been of opinion, and still am, that if a vessel on the port-tack was to show that red light for two or three seconds, and then put it under the bulwark, we should know it was a sailing-vessel, and the tack she was on, and we should be able to go under her stern safely.

393. Would you prefer the tack, or to show which way the ship was going by showing the light belonging to her side? If she showed the green light on the starboard side, it would be the same as the signal that a steamer shows?—Yes; but we have got the steamer's mast-head light to counteract that, and the weather must be very thick if we cannot see the steamer's smoke.

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394. In the case of two sailing-vessels meeting each other, do you think that showing the tack rather than the side is preferable?—You show a green light, a vessel looking at that would say, “she is going away to my starboard.” They would be able to judge by the wind in a sailing-vessel; if she showed a red light on either side, it would indicate to the person from the lee side of the ship that she was on the port-tack, and standing to the westward; and if she showed it on the weather side, it would also indicate that she was on the port-tack—the red light. Whichever way the ship was coming on the other, I think that if that light was shown either to windward or to leeward, either port or starboard, it would be sufficient to warn the other ship which way her head was.

395. That is, showing them only occasionally?—Yes.

396. Would that remedy the present evil of the look-out that is kept?—No, I should think not; I do not see why it should.

397. Do you consider it is necessary to have a fixed light or not?—No, I do not; I am very much against that, inasmuch as very often they show a bright light, and they hold it there till we cannot see an atom of the vessel’s sails; it blinds us completely. My mate, and my second mate, and my crew have often heard me say, “I wish that man would put his light out;” because, unless with the assistance of a good telescope, I cannot see the vessel’s canvass; some of the lights are so glaring that you cannot see any of the vessel.

398. If it could be established for sailing-vessels to carry the green and the red the same as steam-vessels without any light at the mast-head, but the green and the red only, fixed lights, what is your opinion on that?—I do not think it would work.

399. Why?—Because, on board of a sailing-ship, if you place those lights either in the fore-rigging or the main-rigging, there is the main tack which works in the way of the main-rigging, so that it would be impossible to see that light.

400. Suppose it was thoroughly screened, so that if you saw a green light you would say that vessel is going away to the right?—There is another evil; when you get on one side of that vessel, you cannot see the mast-head light at all.

401. It would be by both vessels carrying green and red lights, and you would have the same rule as steamers?—Yes.

402. It would be decided by whichever light you saw instead of tacks, and you would have the same rule as with a steamer?—Yes.

403. But you would generally know a steamer from a sailing-vessel, as she carries a mast-head light?—Yes.

404. And the sailing-vessel does not?—Yes; I am afraid they would never work on board of a sailing-vessel; they would be in the way of the sails.

405. Is that the only objection?—I have thought it over; if it could be carried out, there is no doubt it is a very good idea.

406. If that cannot be carried out, what then do you think?—That one of those lanterns I was speaking of would be better; in fact, I think it would as it is.

407. Where?—I would not hang it anywhere; only shown by hand for a few seconds and then taken in.

408. Rear-Admiral *Beechey*.] You have advocated showing a light to show the tack?—Yes.

409. What do you mean by a vessel on the port tack?—When she has got her port tacks on board.

410. If the wind is a-beam?—I should consider she was then going with the wind on the port tack.

411. If two points abaft the beam?—She is going with a fair wind.

412. Where would you draw the line; suppose you want to show that a vessel was on the port tack, what is that?—When a vessel is on the wind with the port tacks a-board, or the wind a-beam, I should consider the vessel was quite free.

413. A sailor would say she was going free when not close-hauled?—Of course, but I do not consider it a fair wind unless it is abaft the beam, if the wind is on the quarter.

414. Captain *Ellerby*.] If you can check your lee braces a little?—Yes.

415. Rear-Admiral *Beechey*.] I want you to tell me the limit?—I would have my signal with the red and the green light when the wind was a couple of points abaft the beam.

416. Can you tell that at night time?—Oh, yes, if you have anything like a good vane at the mast-head; you can tell that by altering the course.

417. When the wind is two points abaft the beam you would show the white light?—Yes.

418. And less than that you would show the red on the port tack?—Yes, when the wind is a-beam.

419. Captain *Sullivan*.] Can you tell me in a steamer whether you have not often a breeze so light that it has not quite as much speed as your vessel’s speed, and therefore it appears contrary to what it is?—Yes, repeatedly.

420. We will suppose you are running to Hamburgh with the wind west, but blowing four or five miles an hour, it would appear right a-head to you?—Not four or five.

421. I am supposing the wind west, and you steering east; the wind is only blowing five knots and you are going ten, your sails would all flap, you would have in the night in that case to take into consideration the wind in addition to which light you saw, to know the tack you were on?—Yes.

422. What you are anxious to know by your two lights and the different tacks is which way the vessel’s head is?—Yes.

423. If you saw a vessel right a-head of the steamer and she showed a green light from the starboard side, and the red on the port side, you would know which way her head was?—Yes.

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424. Would not that for all purposes of the steamer answer all the purposes you want to show on the tack?—As long as I could ascertain which way her head was, that is all I want to know.

425. Supposing you could do that without any regard to tack, or which way her yards were trimmed, by a fixed rule to enable you to show which side was nearest you, and therefore the way her head was going, so that you would throw on one side all considerations of wind, would that be better or not, than having to take into consideration tack and wind in addition?—Much better.

426. You have said that those lights, if they could be carried out and fixed on both sides of a vessel, as well as steamers carry them, would answer your purpose?—Yes.

427. Supposing instead of that, at the binnacle, or in boxes by the sky-light, the red and green lights were carried on their respective sides always lit, and when a vessel was seen on the starboard, instead of turning the light round with one lantern, supposing you have the two lanterns, and you show the green to anything on your starboard side, and the red on the port side, would not that at once show the steamer which way to put her helm, to go under your stern?—Yes, if the thing could be properly carried out.

428. If you saw either a red or a green light, would you not feel confident in going on?—Yes.

429. And that is the great desideratum?—Yes.

430. Would you not then have the same difficulty, showing a white light, running free, that you would not know, till you ascertained by other means, whether she was crossing that way or that way (*describing it*)?—It would depend on where you are; if you know where you are, you know what your course is.

431. You are steering east, and the vessel is meeting you a-head, and she shows you a bright light; you know she is running towards you by her running free?—Yes.

432. How will you know whether she is crossing you two points to starboard, or two points to port?—If I see that light, as a matter of course I port my helm.

433. Suppose she is running that way (*describing it*) with the wind on the port quarter, and she shows a bright light, would you not by porting your helm perhaps exactly meet her?—Not in all cases.

434. If you saw a vessel in the day crossing your bows so nearly a-head that you saw her starboard side, you would avoid her in that manner?—Yes.

435. In the night, if you knew she was crossing you to starboard, your best plan would be to starboard your helm?—Yes.

436. With the white light, you would not know whether she was crossing to starboard or port, if the wind was two points on the port or starboard tack?—I see the difficulty.

437. Suppose you still adhere to showing the green and red, would you not with confidence starboard your helm as you would a steamer?—Yes.

438. And port your helm?—Yes.

439. And would you not follow the rule as with two steamers?—Yes.

440. As you have to depend on the man showing the white light, is it not better that he should still show the green and red, if he paid proper attention?—Yes.

441. Without attention, he would not show a white light?—No.

442. You would keep to the same rule in every respect?—Yes, I have passed two ships at sea in crossing from the Dutch coast to the English coast, and both of them were barques; they had a lantern at the bowsprit end with a green shade, and a red shade, and a bright shade.

443. The *Chairman*.] What was the effect of that?—I saw the green light, and I starboarded the helm; it was a dark night; I thought at first it was a steamer, but I starboarded my helm; I immediately saw the bright light when I got a-head of her; she got on my starboard quarter, and I saw the red light after I had passed her; she was going to the north-east.

444. Those two lights were at right angles?—Yes.

445. Captain *Sullivan*.] Did you find that bright and green light blended at all?—No, only there was a little sea on, and the lantern was not very steady.

446. Suppose you met a vessel in the same position, going the same way, and she showed a green light over the starboard side, or the man at the helm held up a green light to you, would that have answered the same purpose, would you have starboarded your helm?—Yes.

447. Do you think it desirable that for every vessel afloat, one rule of lights and helms should lead to safety such as that, the moment a vessel a-head shows a green light as a rule, you would connect starboard with the green, and port with the red light?—Yes, many masters of sailing-ships whom I have talked with, do not know which side the red, and which side the green light is on.

448. Supposing in small craft there is only the man at the helm, and he shows the light?—That is quite sufficient.

449. That is the case, I suppose?—Yes.

450. If two vessels are coming end on, and there is a doubt about which bow it would be on, it is very desirable, according to the established rule, that they should both port their helms?—Yes, and show the red light.

451. The *Chairman*.] Respecting vessels at anchor?—I think, respecting vessels at anchor, the present system is a very good one, showing a bright light.

452. Would you prefer a white light to any coloured light?—Yes. I think for a vessel riding at anchor, a bright light is, in my opinion, the best.

453. Rear-Admiral *Beechey*.] What is the colour of the floating lights in the Humber?—Bright lights, but you never see a light-vessel's light in the same manner as the light of a floating

floating vessel; it is much larger. I think as far as I have seen and heard from other parties, they are of the same opinion as myself.

454. That the bright light is the best at anchor?—Yes, and always distinguishable from a floating light if it is anything like clear weather.

455. May they not be taken for shore lights?—I cannot myself see that; that is not my opinion.

456. Where would you hoist the light in a vessel at anchor?—At the forestay.

457. The *Chairman*.] You would prefer a bright to a red light?—Yes. You might suppose it was a steamer if it was a red or a green light; many of the steamers instead of hoisting the mast-head light at the corner of the stay clear of everything, by a couple of guides, they take it up a-loft, and make it fast to the cross-tree end; then they have to secure it either to the topmast rigging or to the lower rigging to keep it steady; whereas, where the cross-trees are made with the usual sweep that light is hid by the mast-head.

458. Rear-Admiral *Beechey*.] Your evidence goes to show that it is not safe to trust to a bright light in a steamer being always seen?—No, not at present.

459. Captain *Ellerby*.] When you are going in the Humber with a large fleet of colliers layed well in in Grimsby Roads, might not the lights on shore be taken for ships riding on a dark night?—We can always distinguish Grimsby lights from vessels riding, inasmuch as they are brighter than the riding vessels; they are all gas on shore.

461. Did you ever come up the Thames in a steamer?—No.

462. Yarmouth Roads?—Yes.

463. Have you been there when there is a large fleet of ships riding?—Yes, but not far into the roads; I have been there in a sailing-vessel when there were 1,000 sail.

464. Were they all carrying bright lights?—Not at that time.

465. When there is a large fleet of colliers, every one with a bright light at the mast-head, is it liable to cause confusion?—I do not see that it will; a steamer generally going through Yarmouth Roads in the night time, either way it is the principal object of the man in command to keep close on one side, either the beach or the sand side, but generally in the night time the beach side.

466. You have said that you have seen lights so bright that you could not see the ship?—Yes, some of them show those flare-up lights.

467. Would not that apply to a ship riding at anchor?—No.

468. You never see it sufficiently strong?—No, I have not.

469. The *Chairman*.] If the rule was, that they were to carry the red and green lights, would it lead to confusion when there are 300 or 400 vessels turning up a narrow channel like the Swin?—No, it would point out the tack that each ship is on.

470. It would rather facilitate it?—I should think it would; that is my opinion, and that is the object to be obtained.

471. With respect to fogs, have you any suggestion to make, as to what you would have vessels do?—With steam-packets, I think there is nothing better than one of those railway whistles which I have attached to my engine.

472. What would you say as to the sailing-vessels?—I think there is nothing better than ringing a bell.

473. But all the coasters have not bells?—No.

474. What would you recommend them to do?—There is the fog-horn which they used formerly to apply to.

475. That has been disused lately?—It has been neglected too much, or else the fog-horn is an excellent thing.

476. Should you say that steamers should have the whistle or horn; because, suppose the steam is not up they could not use the whistle?—If we have 7 lbs. of steam it is enough; if we are going half speed our whistle would be heard five times farther than a fog-horn.

477. Would you say the fog-horn in the sailing-vessels?—Yes.

478. Whatever course or tack they may be on?—Yes.

479. To show there is a vessel near?—Yes, I do not think there can be anything better for sailing-vessels.

480. Captain *Sullivan*.] You said you had a great objection to a red light for vessels at anchor, because it might be mistaken for a steamer?—Yes.

481. You pass through a good many fishermen?—Yes.

482. They are often at anchor, or at their nets?—Yes.

483. Supposing they carried a red light, although you might mistake it for a steamer, do you think it could lead to any danger?—It depends on the position of the light; they carry their bright light at the stern of the vessel; we know that, and by going astern of them we clear them and the nets and all.

484. In a dark night how do you know which is the stern?—In the tide way we know how the head of the vessel is, if we approach them near enough; it must be dark indeed if you cannot discern which way the vessel is in time to go clear of her.

485. You think the fixed light enables you to see which way the vessel's head is?—If it is a fisherman we know what her rule is.

486. Supposing the fisherman was treated like a vessel at anchor, and had to hoist a red light and keep it there permanently?—It would cause confusion, I think.

487. Rear Admiral *Beechey*.] You go frequently over to Hamburg?—I served my time in the Hamburg trade. The last 20 years I have been with Messrs. R.

488. What is the system of lights in that country with their steamers?—The river steamers and the sea-going vessels the same as ours.

489. What is their rule with sailing-vessels?—They show a bright light.

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490. The same as ours?—Yes.

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491. If we were to change our system, do you think they would change theirs?—In the generality of the Dutch steamers their lights are not screened the same as ours; there are two that belong to Amsterdam that I pass every week in the Humber, and I see their port light and their green light both together, and that when I am abeam of them.

492. Do you consider it a defect?—I do, and very much so.

[The Witness withdrew.

Mr. Richard Jordan Knowles, Shipmaster and Pilot of the Trinity House, Hull;
Examined.

Mr. R. J. Knowles.

493. The *Chairman*.] WHAT is your profession?—Master Mariner and Pilot.

494. And what experience have you had?—I have been about nine years in steam-vessels, and about 16 years altogether as master.

495. In sailing and steam-vessels?—Yes.

496. Do you consider the present established signals for steam-vessels satisfactory?—In some cases if they were properly carried out; there might be a little alteration.

497. What would you suggest?—I would suggest that the lights should be more triangular than they are; we find it often awkward in screw-steamers; their mast-head light is a long way forward, there is a tremendous angle, and when she is running a point before the beam, sometimes that light is hid with the smoke, and you cannot tell whether she is a sailing-vessel or not.

498. The smoke lies to leeward so thick that you cannot see that light?—Yes, they generally put the lights close to the funnel by the bridge, and it covers them up; a vessel going out from the westward to the eastward you can see a bright light, and with the smoke coming that way you cannot see the red light, it is so far aft.

499. You think there ought to be a rule that the lights shown in steam-vessels should be before the funnel?—Yes, the side lights.

500. Is the system of sailing-vessels satisfactory?—No, not at all.

501. What is the objection?—The objection is, that we really cannot tell what tacks they are on in the night time.

502. Why do they carry their lights on the bridge in the steamers?—It is more handy there to get at them, and they are not in that position to get washed out so much as they would be if they were further forward. I have tried the lights which I have, Miller's, and it is impossible to wash them out; I have put them under taps, thrown buckets of water over them, and could not get them out; I think they are the Admiralty lights.

503. What sort of lights are they?—Square lanterns with a silver reflector, and they show two sides.

504. The same light, or different lights?—One light; it shines on two sides, and you can see them at eight or ten points of the compass.

505. They carry them on the bridge, being more convenient to be got at?—Yes; and to prevent them being washed away, they can secure them better there.

506. Now as to the sailing-vessels; what do you suggest as an improvement on the present system?—I would suggest, on the port-tack a red light to be shown, or to be carried if they like, to show that she is on the port-tack.

507. It makes a difference whether it is fixed or not?—I think it would be better if fixed, and there could be no mistake; there are many lanterns made now which show three lights; it is very often left to boys, and they might make a mistake, and cause a very great error, but I would advise separate lanterns to be placed, then there can be no mistake.

508. Where would you carry those lanterns in large ships; we will suppose they will have the convenience, but when we come to the deep laden coasters, where would you carry those lanterns?—I should say the after rigging would be the best place.

509. The main rigging?—Yes; but that could not be done if the main-sail was set.

510. When you come to vessels under 200 or 300 tons, and coming down to the coasting sloops, what would you do?—I really think I should fix them in the fore-rigging.

511. Where is the fore-sail?—I see what you mean, that would not do; when on a wind, they cannot trice anything up; then comes the fore-spencer.

512. It is the fore-sail that you have to provide for more than anything?—It is very difficult.

513. The coasters under 300 tons, they have no channels for it?—No; the only thing would be for a stanchion to be put right amid-ships; if you get the light too far forward in the colliers, they are so low in the water that they would get washed away. Miller's lights, if they could be placed, I do not think they could be washed out.

514. But they might be washed away?—Yes, that is what I should be frightened of in bad weather.

515. Fixing the lights would make the rule the same as the steam-vessels?—Yes.

516. If it is found that they cannot be fixed, what would you suggest?—As soon as the vessel sees the steamer, hold the lantern until such time as he finds the steamer is clear of him; but the great fault is with the coasting masters, that they will not attend to the lights; they leave it always to the master of the steamer.

517. It may be two sailing-vessels?—I should advise that they should show the lantern, and keep it shown till they pass each other.

518. With

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518. With the same rules that we have at present for sailing-vesels?—Yes.
519. If we can fix lights, would you rather have them to show the way the vessel is going, instead of the tack; that is, if a green light is shown you know she is crossing in such a position?—No, I would rather have them to show the tack.
520. Why?—At times you cannot tell exactly the course of a vessel; but if you know the tack she is on, you can then find out by the wind.
521. If you were in a steamer, and you saw a vessel with a green light right a-head, would you not know she was going away to starboard?—Yes.
522. Suppose you saw her with the red light, would you not know that she was going to port?—Yes.
523. And would it not be as readily known as what tack she was on?—I think it would amount to the same thing, only there is this—sometimes when a steamer is crossing our hawse, for instance to the north, I being in a steam-vessel, and the other a steam-vessel too.
524. Then we have no difficulty?—There is a difficulty here when the rule is not carried out. I have got a small diagram here (*showing it*).
525. Captain *Sullivan*.] If you saw the red light, whether a steamer or a sailing-vessel, you would port your helm?—Yes.
526. And there could be no mistake?—No.
527. Rear Admiral *Beechey*.] You prefer distinguishing the side to distinguishing the tack?—I think it would be better in this case.
528. The *Chairman*.] In all cases?—In this case, as I explained it, there is a doubt here, and no doubt in the other; sticking to tacks will not do, not so well as carrying the lights the proper side.
529. Where are we to fix that green light, because it must not be seen but on that one side; if it is seen on the port side you will run right into her?—Yes.
530. Therefore we want a secure place?—I cannot see any place but amid-ships of the vessel, because there is less sea, and less everything else in that part of the vessel.
531. Captain *Sullivan*.] In vessels where they could not fix the light, supposing they had the lights in a box alongside the binnacle, or under the bulwark, the green on the starboard and the red on the port, supposing the same attention paid as is now paid to the white, would not that get over all difficulty in approaching a steamer?—Yes, if they would only pay attention to it.
532. And no matter whether the vessel is on a-wind, or free?—No.
533. The *Chairman*.] Do you mean amid-ships of the vessel, or amid-ships on the gunnel of the vessel?—Between the fore and main rigging, that is, where the less sea is.
534. Rear Admiral *Beechey*.] Do you know any small screw steamers out of Hull?—Yes.
535. Where do they go to? Foreign traders?—Rotterdam.
536. What size are they?—About 300 ton.
537. Where do they carry their lights?—On the bridge, I believe.
538. On the bridge resting on the gunnel?—Yes, it rests on the gunnel, and is perhaps from six to seven feet high.
539. Above the deck?—Yes.
540. The *Chairman*.] Does it project the sides?—I believe it does not project the sides at all.
541. And yet they carry the lights there?—Yes.
542. That would be the same as carrying it on the gunnel, only a little higher?—Yes.
543. Rear Admiral *Beechey*.] In that respect there would be no difference between a screw-steamer and a sailing-vessel?—None at all.
544. The *Chairman*.] Is the vessel you are in a screw-steamer?—No; a paddle.
545. She carries a square foresail?—Yes.
546. Captain *Sullivan*.] In screw-steamers, do you find with their foresail set you can see the light under the foresail?—Yes.
547. They are kept shallow for that purpose?—Yes.
548. The *Chairman*.] In the colliers, how would it be as to the foresails?—They are very low.
549. They make the most of them?—Yes, nearly on the rails some of them are.
550. That foresail would be at times very inconvenient?—At times, in light winds.
551. Would not that interfere with the light?—Yes, if it was anywhere a-head.
552. Showing the tack would be an improvement, but not so great an improvement as being able to show the sides by having a fixed light?—That is so.
553. With respect to ships at anchor, what would you recommend?—A bright light.
554. The present regulation is so?—Yes.
555. Can you suggest an improvement?—Not at all.
556. You are satisfied with that?—Yes, I am quite satisfied with it.
557. Do you prefer that to a red light?—Yes; because if you come to have a red light at anchor, you may, perhaps, think that vessel is under sail at such a time.
558. Respecting fogs, what would you suggest?—To a steamer, a whistle, by all means.
559. And a sailing-vessel?—A sailing-vessel, of course there is nothing but the fog-horns or the bells.
560. Have the coasters bells?—Some of them have, and some have not.
561. Which would you say they should have?—I should like the bells, because you can always tell them.
562. As a general rule, the coasters have no bells?—No.
563. Captain *Ellerby*.] Bells are very expensive?—No, not so very expensive.

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564. Captain *Sullivan*.] Have all steamers bells?—Yes.

565. Have they all fog-whistles?—No.

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566. If bells are confined to such steamers as have not a fog-whistle, and horns for sailing-vessels, would not that make the distinction?—It would be a very good distinction.

567. The *Chairman*.] A whistle or bell for steamers, and a horn for all sailing-vessels?—Yes. I generally use both myself; first one, and then the other.

568. Captain *Sullivan*.] You would like to know whether the vessel approaching was a steamer or a sailing-vessel?—It would be better to know it, because a steamer goes with more velocity than a sailing-vessel. My plan is, in foggy weather to go half-speed, ring the bell, and blow the whistle; and that I attend to myself in the night.

569. The *Chairman*.] If the lights we have been speaking of were established, do you think that, large fleets going up the Swin or Mersey, it would be likely to lead to any inconvenience from carrying these lights?—No, I cannot see how it would do so at all. I have tried it, and I have always found out the shore lights from the vessel.

570. I am not speaking of the shore lights?—I do not think that that would lead to any inconvenience, because they are not a very bright light, and there would be no blind whatever.

571. Captain *Ellerby*.] There would be no blind from a red or a green light?—No.

572. Do you find that in the white light?—In a bright light it is distinguished very much.

573. Is not a bright light likely to deceive at anchor?—Not so much. It deceives you this way sometimes, that, when you are running up the river, all vessels have not good lights; a vessel may be a long way off, and have a bright light; another one, immediately before you, may have a dull light; you port your helm, expecting to go clear of the vessel that you think is near you, and you go slap into the other.

574. Would the same effect be produced in a red light?—About the red light, you might mistake it for a vessel under way.

575. Captain *Sullivan*.] Do you find, now, that you mistake the light of a vessel at anchor often for the light shown you by a vessel under way, both being bright?—Sometimes we do.

576. Have you ever thought of that as an objection to the present plan, or has the height been sufficient to distinguish between them?—I have not thought of that.

577. Have you not found that a difficulty?—I have not; only with a bright light you might take it for a vessel under way.

578. Captain *Ellerby*.] You do not want to see the light very far off a vessel at anchor?—No. There is one remark I wish to make; the lanterns, now, that have the bull's-eyes are very objectionable. When you ought to see them the most you see them the least; you can only see them right a-head three points; then, when you come to the angle you lose three points, and nearly a-beam you see them about three points more.

[The Witness withdrew.

Mr. William Spence, Trinity House Pilot, Examined.

Mr. W. Spence.

579. The *Chairman*.] ARE you a pilot?—A throughout pilot in the Channel.

580. How many years' experience have you had?—Thirteen years a pilot.

581. In sailing-vessels as well as steamers?—Yes both, in a great many steamers lately.

582. You are constantly in sailing-vessels as well?—Yes.

583. Do you consider the present system of lights in the steamer satisfactory?—Yes, I do.

584. What is your opinion as to sailing-vessels?—I think a vessel at sea, if they had to show the light the same as a steamer, that would do.

585. Do steamers show them on the port tack or the port side?—The red light on the port side.

586. What would you do with sailing-vessels?—Show at a distance what tack they are on; because at night-time you cannot see; you ought to know what tack they are on, if they had the red on the port.

587. That would not be the same as the steamers?—Not the same light.

588. You would show a red light on the starboard side if you were on the port tack, although the steamer might be on your starboard bow, you would show a red light to show her that you were on the port tack?—Yes.

589. If they were fixed lights, you would have to show the sides instead of the tack?—If they were fixed on board the sailing-ships.

590. Captain *Sullivan*.] Your object is to see which way the vessel is crossing?—Yes.

591. You want to see in what direction her head is going?—Yes.

592. Supposing you have a green light always fixed on the starboard side, or shown when necessary, and a red light on the port side, would that show you which side the vessel was crossing?—I see what you mean.

593. The *Chairman*.] Would you not know she was going to the right if she shows you a green light, and the red, should you know she was going to the left?—Yes, if there was a law to carry the lights that way.

594. Captain *Sullivan*.] There would be one law as to what ought to be done, the same in both sailing and steam-vessels?—Yes.

595. The *Chairman*.] Do you think the coasting vessels would understand it if this was once

once explained to them, that they must carry their lights in that way, that is, to show the side and not the tack, would they understand it?—I think so.

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596. Captain *Sullivan*.] If you had the tack shown, you would have a difficulty when the vessel is before the wind or running free?—I thought she should have a bright light up the mast-head when they were running.

597. The *Chairman*.] When would you consider she was off the tack, and became a running vessel?—Then she would show the other light according to the tack she was on.

598. You show a red light and keep away, you would then shift that to a bright light?—I have not supposed that we were going to keep away.

599. When do you think it right that you should show the white light?—I have not studied that.

600. When would you think a vessel was running?—Perhaps in a case of that sort, when a collision is going to take place, we should forget to hoist the light.

601. Captain *Sullivan*.] Supposing the vessel had the light up, and you saw only a bright light, would you be able to know, when you saw a vessel at night, which way she was crossing?—No.

602. Supposing you saw the green or the red, would you not know in a moment which way she was going?—Yes, it would show her side.

603. In a small vessel that could not fix it, by showing the green or the red, would not that show the way they were standing?—If they were not fixed.

604. The *Chairman*.] If you saw a vessel on your port side, you would show a red light, to tell her, "There is my port side"?—Yes, it would be a very good thing if all vessels had to do that.

605. Captain *Sullivan*.] All vessels have now to show a white light when another vessel approaches them?—Yes, by law.

606. Do you find the greatest difficulty in their not showing a light at all, or when they do show it, you do not know which way they are standing?—Sometimes when there has been a hurry to get a light, there has been all confusion.

607. In a steamer, do you find most difficulty arising from their not showing the light at all, keeping a bad look-out, or that you cannot tell when showing a light, which way the vessel's head is, that light being a bright one?—You cannot tell by showing a bright light which way she is going.

608. But if a coloured light according to the side is shown, you then would have no difficulty?—No.

609. The *Chairman*.] If these other plans which have been suggested should not be available, would it be an improvement on the present system to show the tack the ship is on by the red and green light?—Yes, I think it would.

610. But that the fixing the lights would be a far better improvement?—Yes, I think so.

611. Captain *Harris*.] Exhibiting a light constantly and not occasionally would be an improvement on the present system, but fixed side lights preferable?—Yes.

612. The *Chairman*.] Fixed lights showing the sides?—Yes.

612*. If we cannot carry out the fixed lights, will it not be an improvement on the present system to show the red and green lights in order to show the tack?—Yes.

613. Captain *Sullivan*.] Have you ever found that steamers badly hanging her mast-head light show it on one side, so that when you ought to see the mast-head light, and the red, you only see the red?—No, not in the steamers that I have been in the habit of going with.

614. Supposing a red light only shown, meeting a steamer, you would port your helm?—Yes.

615. Would it not be desirable that any red light carried by a sailing-vessel should cause you to port your helm also, so that there should be no mistake between the two?—Yes.

616. If you had it on either tack, would you not have sometimes to port and sometimes to starboard your helm, and also sometimes to take the wind into consideration as well as the light?—Yes, in that case you would.

617. Captain *Harris*.] So that you would have to act differently with a sailing-vessel to what you would with a steamer?—Yes.

618. Captain *Sullivan*.] And different sometimes from the same sailing-vessels?—Yes.

619. If the light was always on one side there would be one rule?—Yes.

620. The *Chairman*.] As to a vessel at anchor, is the present system in your opinion satisfactory or not?—The lights are, but they are not all one height. There ought to be a law to have them a certain height.

621. As to the coasters, what would you do with them?—If they had a fore-yard I would have it put there.

622. But they have not?—The foremast-head, so that they can be seen all round.

623. In vessels at anchor, would you say that they should be 30 feet above the water; would that be satisfactory?—Yes.

624. And to be shown where best seen?—Yes.

625. Do you think the bright light a satisfactory light, or would a red or green be preferable?—If it was either red or green you might make a mistake.

626. Have you found that a bright light has dazzled your eyes, and confused you so that you could not see the hull of the vessel?—It is according to the atmosphere.

627. The red light being a subdued light, would that be preferable to the bright?—If it

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was a red light we should not know whether it was sailing or on a port tack, or we should fancy it was a vessel under way.

628. Captain *Sullivan*.] If a red light was shown for an anchor-light, and also shown from the port-side of the vessel, would you mistake them any more than by showing the bright light hoisted now?—Not a bit; a red light hoisted for anchor would do preferable to the bright light.

629. The *Chairman*.] Do you think foreigners coming into our ports would be provided with the red light; I suppose you pilot a great many foreigners?—Not many.

630. Captain *Harris*.] Do you find foreign vessels usually provided with lights?—Not the same lights as we have; sailing-ships in general, most of them, have got the red, white, and green lamp.

631. Captain *Ellerby*.] All in one lamp?—Yes.

632. The *Chairman*.] What do you do with those lights?—The last ship I went down with, last week, had one under the bowsprit.

633. To show which way the head is?—Yes; it is not a good angle to hang them all together; the angles are so short, that, by moving the ship's head a point or so, it is very awkward. I made them put out the coloured light, and simply showed the bright light, which almost all ships have. I think the foreigners do not understand our lights.

634. Captain *Ellerby*.] The foreign steam-boats all carry the same lights?—Yes.

635. Captain *Sullivan*.] When you are on the steamer's quarter, you do not see her red and green light?—No.

636. But a sailing-vessel, is it desirable that her light should show round on her quarter as well as her head, and that there should be that difference between a steamer and a sailing-vessel?—I have not studied that. I should think, if you got the light as far aft as you wanted, there would be no fear of collision.

637. The *Chairman*.] Can you suggest anything in fogs as to what steamers and sailing-vessels should do?—They should use what they have at present, a fog-horn, and sound the bells.

638. Do not the steamers whistle?—Yes.

639. What should you say if the steamer is to have the steam-whistle and the bells, and that all sailing vessels should have the horn, that you might know the one from the other?—Yes; the steamers should have the whistle and bells, and the sailing-vessels the horn; nothing else but the horn for the sailing-vessels, that would be very good.

[The Witness withdrew.]

Mr. George Branston, Trinity House Pilot, Examined.

Mr. G. Branston.

640. The *Chairman*.] ARE you a pilot in the river?—Yes; from London down to the Isle of Wight.

641. How many years' experience have you had?—Ten years a pilot.

642. In sailing-vessels as well as steam?—Yes.

643. What is your opinion as to the present system of lights of the steamers?—I think it is a very good arrangement; I do not think anything can be better.

644. What is it as to the sailing-vessels; do you think the present system, which is to show a bright light, is satisfactory?—No, because it does not tell us which way they are going.

645. What remedy would you propose for that evil?—If we had a light that could be available to be taken and shown at any time, not to have it always there, to have a light handy to put over the quarter, I should know immediately that he was standing in on such a tack.

646. A bright light forward and aft?—A coloured light of some kind that every one understood. If I were running down with a steam-boat, or sailing with a fair wind, and were to see a vessel in a dark night, I should not know whether she was standing in or off with only one light; but if he put a green light over his weather-quarter, I should starboard my helm, and go astern; I should not port my helm.

647. You would have a red and a green light to show which way the vessel was going?—Yes.

648. Always carrying a bright light forward, and a coloured light aft?—Yes, ready to show. It would be better to have one ready to show than to be always showing continually, because you would not know sailing-ships from steamers then.

649. Is it a great object that you should know a sailing-vessel from a steamer?—Yes, I think so. There is no mistake about a steamer, because the lights formed in a triangle it is so easy to recognise it. It very often happens with a sailing-ship that we see a light, and we do not know which way to steer.

650. But you know she is not a steamer?—Yes, we know that; but if she permanently carried green and red lights, we should not know the sailing-ship from the steamer; but if I saw a light of a vessel standing one way or the other, and they had a coloured light to take and hold over the quarter, I should know immediately it was a sailing-ship, on the starboard or port tack.

651. Do you mean to carry that white light at all times?—Always forward.

652. Can that be done in the small craft?—I should think so.

653. Taking the coasters that we have of 100 tons, pitching and knocking about as they are, do you think they could carry a light forward?—Yes, I think they could.

654. Where

654. Where would you carry it?—At the lower mast-head; the lights under the bowsprit are dangerous; they veil the whole ship, and you never can see them till you are up to them.

655. You would carry a fixed light at the fore mast-head, and show a red or a green light?—Yes.

656. Would that be to denote the way the ship was standing, or the tack she was on?—Simply to show which tack she was on.

657. Would it not answer the same purpose, if you were to have a bright light forward and a green light aft; would not that tell you that she was going away to starboard?—Yes.

658. Or if she showed a red light, she was going to port?—Yes.

659. Without any reference to the wind, her side is to you, and she tells you which way she is going?—I was only speaking as to the difficulty we find in knowing which way a vessel is standing with a foul wind.

660. The vessel is a-head of you, and you see her with a bright light, which you have suggested at the mast-head, and she shows a green light; would you not know that she was standing across you to starboard?—Yes.

661. Would not that answer better than saying what tack she is on?—It would fully answer both purposes.

662. If the vessel should be right a-head, where would you show your green or your red light?—I should not show it at all. If we were coming towards each other, I would simply show the bright light, and the rule of the road would clear us of each other by simply putting my helm a-port.

663. Carrying a bright light at the mast-head, would you not sometimes suppose it to be a steam-vessel?—No; because if it is anything like a fair night you could so unmistakeably see the triangle of the steamboat lights, that there is not the shadow of a chance of making a mistake. If they are meeting you end on, you see the triangle so plainly, you see the slightest variation, so that you cannot possibly make a mistake. If you simply meet a bright light a-head, you know it is not a steamboat, because you would see the other light if it was.

664. Captain *Sullivan*.] Supposing, without any reference to your mast-head light, that she had the fixed lights of a steamer on her two beams, you would then only see the green light, and you would starboard your helm or keep your course?—I would keep my course.

665. Or starboard your helm if necessary, I suppose?—Yes.

666. Do not you find at present that the ship showing you a light a-head, your difficulty is to know which way she is crossing you?—I should know how the wind was, and know how she must be sailing. If I was running down Channel against a head-wind, I should know he was running up with a fair wind.

667. At present, a vessel showing a white light, your difficulty is in knowing which way her head is?—Yes.

668. If you had a fixed green light on the starboard, and a red light on the port of every sailing-vessel, that would at once show you without any difficulty?—My humble opinion is it would not be so well as to have a green or a red light ready.

669. This is with reference to a coloured side light, whether it is kept permanently there or shown by hand when they saw a steamer approaching, the rule would be invariably the same?—Yes.

670. Would the green light shown on the starboard be better than a single mast-head bright light?—I do not think the mast-head bright light would be any disadvantage.

671. I am going on the point that you said you would have only the mast-head bright light?—And the other one ready.

672. Without a green or a red light, could you so well know which way the vessel was steering by a white mast-head light alone?—No, when you asked my opinion, I was telling you of my own practical experience: the greatest difficulty is when you are beating up with a foul wind.

673. You are running down with a fair wind; you propose that there should be a fixed mast-head light, and a red light on the side?—Yes.

674. You would bring about a universal rule in all vessels, that for the green you starboard, and for the red you port?—Yes.

675. Do you see any objection to two lights being shown, and what is the additional security you are supposed to have from the mast-head light forward?—I think that when you have a mast-head light, and a low light down on the ship's hull, it shows more readily any angle the ship may take. You may discern the relative position of the ship better; you may judge better how far you are off by having a light here and a light there (*describing*).

676. You said it was very desirable to know a steamer from a sailing-vessel?—Yes.

677. Would you not be more likely to keep the distinction if the sailing-vessel had no mast-head light, than if she had both, like a steamer?—If the green light were only put over and taken in again, you would know directly it is a sailing-ship, or if the red were put over and shown for a reasonable space of time, sufficient to let the approaching object see it well, and take it in again, you would know it.

678. Supposing a steam-vessel were standing right across your hawse, would she not obscure her red light immediately she passed you in a certain angle?—Yes.

679. Would you know whether that was a light taken in or the light obscured; if the same security can be given by the green light, without the bright light, there is one light less for coasters to supply?—Yes.

680. Do you think that with these two lights alone the side could be mistaken though the white light was not hoisted?—I do not think it could.

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681. And if the vessel was right a-head, and you saw that light, no matter which way she was going, you would always be able to keep your course by very slightly changing your helm according to the strength of the breeze?—Yes.

682. Could they be mistaken in any way, if common attention was shown to exhibit the light?—No; I do not think there would be a possibility of collision, if people would only keep their eyes open.

683. And then, if a vessel was large enough, and the weather fine enough, so that she could attach these lights to her side without having the mast-head light, much in the same way as a screw-steamer does, or by hanging them over her side, and keeping them there permanently, would not that be an additional security to any vessel meeting?—I do not know about its being any additional security. There would be a difficulty in fixing them in one place.

684. Where they could be fixed easily or hung for a time over the side, it could lead to no difficulty; having them fixed in some ships and shown in others, so that they could be seen a-head?—Yes, so that they could be seen abaft the main-sheet.

685. You see no reason why if they could be seen in every direction when fixed, that they might not be used as fixed lights in sailing-vessels?—I see no objection to it, but I see no necessity for it.

686. The *Chairman*.] No necessity for it, if you have a fixed light forward?—A bright light forward.

687. If you have not a fixed light up forward, what do you say to having these red and green lights fixed?—I think they would have to be so far aft on board of a ship that you would not see them well. I think the great good that a green or a red light would do would be when a ship was presenting the whole of her broadside to a steamer.

688. Captain *Ellerby*.] That is, supposing they were fixed?—Yes; it is for the steamer to get out of the way of the sailing-ship; and in nine cases out of ten, if a ship were to pursue her course and take no notice of a steamer, they would get out of the way.

689. Captain *Sullivan*.] But, if, instead of that bright light, a light could be seen which showed which way the vessel's head was, it would be better?—If it could be shown.

690. Do you see any great difficulty in the persons who are now in the habit of showing the bright light to the approaching vessel showing a coloured light according to the side, in the same way where best seen?—No, I do not see any difficulty.

691. If that was attended to, would it not obviate all the difficulty?—Yes, I think there is very little difficulty at any time walking into the ship's waist and showing a light if you see a vessel on either side.

692. The *Chairman*.] Having no fixed light at all, would there not be the same risk which there is at present, through the carelessness on board sailing-vessels?—I think the bright light should not be done away with. I think they should always have a bright light.

693. Captain *Sullivan*.] If they were confined to a green and red light, a great disadvantage would be done away with?—Yes.

694. Would not green and red lights be sufficient in all cases in crossing your hawse?—Two vessels immediately meeting each other, you could not see that coloured light at all; but if you had simply the bright light, you would know you were meeting a vessel almost end on.

695. At present when a vessel is meeting you end on she shows you a light under her bows?—Yes.

696. Or shows one forward?—Yes.

697. Could not the red light be shown just in the same way a-head to the approaching steamer, and would not that immediately say "port your helm"?—Yes, it might be shown.

698. If you were meeting a ship, so nearly end on, that you were in doubt which side to go, would not showing the red light be a signal directly to ships approaching each other, to port their helms?—Yes.

699. And the green shown by either would be starboard?—Yes.

700. And that would become a fixed rule?—Yes.

701. The *Chairman*.] Are you in favour of a fixed light forward at the mast-head and not on the bowsprit?—No, on the bowsprit it blinds the ship very much.

702. Captain *Sullivan*.] Have you ever been in the coasting trade?—Yes, two years in the coal trade.

703. Do you believe that a mast-head light in small coasters, in addition to the two aft, would be attended to sufficiently?—I am afraid not.

704. The *Chairman*.] Do you think if two are given they would be well attended to?—They would be obliged to attend to them; they would find it become a matter of importance.

705. Would it not be a great deal of trouble to haul down the mast-head light to trim?—That is the difficulty; it burns out.

706. Would you propose to have any different rule for the large sailing-vessels and the coasting vessels?—It requires a great deal of consideration. I have been working up the Swin many a dark night when we had no lights at all, and we always found we could see one another very well. Our eyes get accustomed to the darkness. We can see as plainly as possible which tack a ship is on. You hardly ever hear of an accident there, and that is very narrow water. On a very dark night, when there is nothing to be seen, I have passed a vessel close to her, and seen the sails she had set, and the tack she was on as plainly as possible.

707. Captain *Ellerby*.] In that case you do not think it necessary to have the mast-head light at all?—No.

708. Nor any other?—No.

709. Captain

709. Captain *Sullivan*.] If at once the side of the vessel is indicated by the light shown over the side, would it not assist them in passing under each other's stern?—I do not think it would be of any use, working in narrow water like that, you might as well bring the ship up altogether; if you could not see sufficiently clear to take care of your ship without having a red or green light shown, you had better bring up.

710. What is the use of lights anywhere?—There is an immense difference where you have only half a mile or three-quarters from shore to shore, and where you have wide water, where you see a ship a couple of miles with a good light, before you come near.

711. Would you not want in that narrow water to see which side of them was towards you?—The lights blind you.

712. Captain *Ellerby*.] These are not bright lights?—If it was compulsory for them all to have a red light on one side, and a green light on the other, there would be no mistake as to what tack she was on, though it does not appear to me to be necessary.

713. You do not think it would do any harm?—Oh no.

714. The *Chairman*.] If you had a bright light at the mast-head of every one?—That would not do at all in narrow waters; I am speaking about the English Channel. If I were asked whether I would work with lights or without lights in narrow waters, I should say give me no lights at all, I could see better and clearer in narrow water.

715. You do not think that having the green or red only would be any inconvenience? No.

716. It would not confuse you?—No, because you could unmistakeably see the way every vessel is going then as well as if it was daylight.

717. From your knowledge of the coasting vessels, do you think there would be any insurmountable difficulty in finding a place where you might have a light that you could carry in moderate weather?—No; I do not think it is insurmountable, it would require ingenuity to find out a place. I never turned my attention to it. I never thought seriously of it. I have always had the idea that ever since the arrangements for the steamboats came in force, if we could have a light handy to pop over the side at any moment, it would be a very desirable thing, a red or a green light. I never thought of having a light fixed on board a ship; if it applied to colliers, it would keep one man employed entirely in showing them.

718. Captain *Harris*.] It is now compulsory to show the bright light?—Yes.

719. Therefore, they must still have the hands to show the light?—Yes.

720. From what has passed do you consider it preferable to show the side the light is on, or to show the tack the vessel is on?—I think that by showing a red light it would answer all purposes, it would show which tack it was on, and which side.

721. Do you prefer, when showing the coloured light, that it should show the way the ship is standing, or that it should show you the tack she is on, the way she is standing, without any reference to tack—show you whether she is going to your starboard or to your port side?—I think it would be better to show unmistakeably what tack she is upon.

722. You would have to take two things into consideration, wind and tide?—Yes.

723. Supposing the green light was always attached to the starboard side?—Then you would always have to starboard your helm.

724. That is the same rule as you have in your steamers?—Yes.

725. Which rule would be the simplest?—It involves a difficulty.

726. What is the difficulty of having the green light shown on the starboard side always;—I should like them to know "That is the port side of my ship; keep away from me." That difficulty never presented itself to me before.

727. The *Chairman*.] Do you think, from the explanation that has been given, that the masters of the coasting vessels would all be likely to understand that, if it was laid down in black and white?—Yes; they could not mistake it.

728. You think the masters of colliers and the coasting vessels would soon understand it?—Yes.

729. Captain *Sullivan*.] Your great object is to know which is the stern of the ship in passing?—Yes.

730. The *Chairman*.] One great difficulty is to find a place where a red and green light may be placed so that it shall be seen ahead?—I think, on board these small vessels they might have a sort of bumpkin that could be rigged out at night and morning, just before the main-chains; it would be a little out, so as to keep it clear of the lee-side of the fore sail.

731. It must be thoroughly screened?—It could be screened.

732. So that it shall not be seen on the opposite side?—Just so.

733. Captain *Harris*.] So as not to be washed away in a deeply-laden collier?—It must be fastened to something strong; it could not be fastened to the bulwarks unless you had something like a bumpkin to fix it on. I think the light should be at least two feet outside the ship, and it could be so fixed with a shade that it could not be seen on the other side; that shade might be a strengthening piece; they could have one that might be rigged and unrigged night and morning.

734. Captain *Sullivan*.] Do you think they would stand a heavy sea?—Yes, I think so; supposing about half-way up between the water-ways and the rail there was a solid block between two stanchions, with this out-rigger or bumpkin rigged out, and a bolt through this solid piece that it rested on, and fasten it with a screw, and have a couple of irons connected with it to fasten it in with bolts.

735. How would you attach the lantern?—The lantern would be fixed on this, and that would be fixed in a box.

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736. Do you think that box projecting from the side of a small vessel, or any box, would stand projecting two feet from a coasting vessel in any rough sea?—The lantern must be taken in.

737. And all the winter nights it would have to be taken in and used as a hand light?—Yes.

738. Captain *Ellerby*.] Whereabouts amidships in the collier would you have it?—Half-way up the height of the bulwark.

739. At what height?—Three feet six out of the water with a collier very deeply laden.

740. The *Chairman*.] Respecting vessels at anchor, what would you suggest?—The present system is to have a light anywhere they like, sometimes at the foreyard-arm, sometimes in one place, and sometimes in another.

741. What would you suggest?—If there could be one uniform light of the same calibre shown, it would be preferable to the present; some have a farthing rushlight, and some have an immense light that illuminates all sea reach.

742. What would you suggest for a ship at anchor?—I tried a light the other day down at Gravesend with ground glass: that showed very well, but not a very great way.

743. Do you wish to see a ship at anchor a great way?—A mile off is quite sufficient. A globe lantern, such as a steward has on board ship, you can see that quite far enough off to enable you to keep clear of the ship.

744. Would you prefer a bright light to a red light?—Oh yes.

745. If a red light was carried 30 or 40 feet above the water would it do?—I should not like to give an opinion.

746. The *Chairman*.] Do you adhere to the present rule, or would you like to substitute any other light; should you suggest anything as to the height it ought to be?—The law says, at present, it must be at the mast-head, but we do not know which mast it means. In nineteen cases out of twenty, it is impossible to burn a light at the topmast-head.

747. Captain *Harris*.] You find, practically, that is useless?—Yes.

748. Captain *Ellerby*.] You would find no difficulty in placing a light 30 or 40 feet high?—No.

749. Captain *Sullivan*.] The foreyard-arm?—Yes.

750. The *Chairman*.] Where would the colliers carry their lights?—Some of them have it down just as high as a man can reach on the foretop-mast stays, others have it just half-way up the fore rigging; the plan adopted, is to take the collar of the fore-stay. I think it is the best, and not to have a globe light to show all round.

751. Captain *Sullivan*.] Somewhere forward is the best thing?—Yes.

752. Do you see any objection to the foreyard-arm?—No. I was at Gravesend the other day with a ship there, and we tried several plans; we went up into the High-street, and had a look at it from that point, and we could see it.

753. The *Chairman*.] If the law said you should show a light at least 30 feet above the deck, in the most conspicuous part?—Then it would be in almost every vessel at some mast-head.

754. Captain *Sullivan*.] The foremost cross-tree in schooners, would that do?—Yes.

755. In a collier?—The foreyard in any vessel would be high enough to show.

756. The *Chairman*.] If it was at least 30 feet, would that do?—Yes.

757. You say a white but not a red light?—I should not choose a red light.

758. Respecting fogs, what signals would you suggest, something very plain and simple; in steamers what would you have?—They have a very easy remedy in steamers, because they can blow the steam whistle.

759. What will you do with the sailing-vessels; there is the old custom with the horn?—I have never thought about it.

760. Suppose a steamer blows the whistle; or if she had no steam on, then the bell, and that all sailing-vessels should use the horn?—Yes.

761. Captain *Harris*.] Being at anchor with a bright light, do not you think there is danger of mistaking that light for the shore lights in a roadstead?—I think not with ordinary precaution and the knowledge a man should have of his business.

762. Have you ever heard that the lights of a vessel at anchor have been taken for the Nore light?—Oh yes, I have known that to be the case very often. I have been steering for the Mouse, and have not known it from a good ship's light, when it has not been a clear night.

763. If that had been a red light you would have been able to distinguish it?—Yes; but that has not caused me to run into any danger by doing so.

764. Captain *Ellerby*.] But it might cause a man, who is not a pilot for that part of the river, to run into danger?—It might. I think if you intended to have a coloured light, it would be better to have some other colour than red or green.

765. What light would you have?—I have seen a beautiful amber light. I think an amber light would show as far as a green.

766. The *Chairman*.] We could not expect colliers to have a bright light and those other coloured lights; we want to spare expense and to simplify it?—Then it would be better, I think, to have only a bright light.

767. Captain *Sullivan*.] You said that the American vessels have immense lights?—Yes.

768. Are they not very liable to be taken for fixed lights?—Yes; that is from the fact of their always carrying them on the cap of the bowsprit.

769. When at anchor, in the same way?—Yes.

770. If they were compelled to hoist the thirty-foot red light, would not that do away with mistaking that light?—Yes. Mr. G. Branston.

771. Have you ever found any inconvenience from the present arrangements, by which a white light is hoisted for the vessel at anchor and a white one shown by vessels under-way? 11 March 1856.
—Oh no.

772. Then why would you anticipate any mistake between a red light shown under-way and a red light hoisted at anchor, any more than you do now between the two bright lights; it would not be any worse?—No; but it would involve, I think, some difficulty.

[The Witness withdrew.

[Adjourned till Thursday next, at Eleven o'clock.

Third Day.—13 March 1856.

PRESENT :

Rear-Admiral Sir H. D. CHADS, K.C.B., Chairman.

Captain B. J. Sullivan, R.N., C.B.

Captain H. Harris, H.E.I.C.S.

Captain S. Ellerby, Trinity House.

Mr. R. W. Hamilton, Secretary.

Absent :—Rear-Admiral Beechey, through indisposition.

Mr. Francis Shand, Examined.

773. The *Chairman*.] WHAT are you?—I am the Chairman of the Pilot Committee at Liverpool, and I have only to say, what we wish for is, to retain the system we have adopted in Liverpool of two lights, one fore, and the other aft, as the vessels lay at anchor.

Mr. F. Shand.

774. You are confining yourself to vessels at anchor, and not at sea?—I am not sufficiently acquainted with matters of that kind. I believe, in fact, that the lights of steamers are very good.

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Mr. Joseph Cooke, Superintendent of Pilots at Liverpool, Examined.

775. The *Chairman*.] YOU are superintendent of pilots at Liverpool?—Yes.

Mr. J. Cooke.

776. Have you experience yourself in the piloting of vessels in and out of Liverpool?—I have been 17 years next June the superintendent of pilots; previous to that I commanded a ship from 1827 to 1839. In fact I have been at sea since I was 10 years old, in the merchant service.

777. Have you had any experience in going in and out of Liverpool?—Yes; I should tell you, I am not only superintendent, but the examiner of pilots, and thoroughly understand the whole of the navigation.

778. In the first instance we will confine ourselves to the vessels generally—navigating steamers and sailing-vessels. What is your opinion as to the present system established for steam-vessels carrying red and green lights, and a bright light at the mast-head, for the general use of vessels in navigation?—It does the parties who adopted that system very great credit, and in my experience I do not think anything can surpass its beauty; I am speaking now of general steam-vessels; all steam-vessels.

779. What is your opinion as to the present system regarding sailing-vessels exhibiting an occasional bright light on meeting another; is it satisfactory?—Quite the reverse.

780. What is the defect?—The defect is this, that all vessels according to the Admiralty regulations must exhibit a bright light when at anchor.

781. We are under-way now?—That a vessel shall exhibit a light in sufficient time to avoid a collision; it “is very excellent advice” if you only know when the vessel was approaching. Probably I may state, as far back as 1847, I addressed the Trinity Board, believing at that time they were the proper parties. I first addressed our Commissioners on the subject, and they authorised me to correspond with the Trinity Board on the subject of lights.

782. The bright light was not then established by Admiralty regulation?—No, I think in 1847 the Trinity Board and the Admiralty were just hanging on a balance which should take the exercise of power in adopting the regulations for vessels’ lights. I believe if persons in command of ships will thoroughly make themselves acquainted with the Trinity regulations that no collision would ever take place.

783. By day?—That is by day, if we can transmogrify the day to the night, and make the lights as efficient by night as the rules are by day, we should accomplish our great

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object. A vessel on the starboard tack, according to the regulations, ports its helm on approaching a vessel on the opposite tack; the vessel on the port tack gives way to the vessel on the starboard tack; all vessels going free give way to the vessel by the wind, and the vessel by the wind is kept close; the vessel that has to sail on the starboard tack, and be as it were stationary, and just to keep its course, is required to be seen by the vessel on the port tack and by the vessel which is going free, and therefore it should have the best light placed upon it. I would suggest that a bright light should indicate a vessel on the starboard tack. The red light is the next best; I would put a red light on the vessel on the port tack; the vessel going free, which is a matter of no importance as compared to the vessel by the wind, should exhibit a green light, because she has the responsibility devolved on her of giving way to either of those vessels on either of the tacks. That is my opinion as to the arrangement. I have given this matter great consideration, for upon me devolves a great responsibility, as to the greatest establishment in the world, of pilots; we have the largest number; we wish you to make any regulations you can to facilitate the navigation of the great number of vessels.

784. Your suggestion is that there should be but one light carried by sailing-vessels?—Yes.

785. Have you ever weighed in your mind that the lights that you have named will not meet the regulations of steam-vessels?—Interfere with them you mean. The vessel that exhibits the port light on board a steamer has the safety side passing light. Then she has got the mast-head light; you may see one before you see the other, on account of its elevation; but you will see the red light or the green light, whichever side you are on, in sufficient time, with a proper look-out, to avoid any risk of collision.

786. You would know the side the light was shown upon?—I am speaking now of the steamers.

787. The red and the green light denotes the side of the vessel that is towards you?—I am saying now also that there would be no possibility of mistake by any means with a proper look-out. You would not mistake a sailing-vessel for a steam-vessel for this reason, you would always see the two sides of a triangle,

788. According to you, if you were to place the green light instead of the red light, that would assimilate it in a great measure to the steamers. The red and the green lights designating the side of the vessel, and not the tack, inasmuch as you may sometimes have under the land; and in light winds one vessel on the starboard tack with the wind, and the other on the port tack, you would not know which way the vessel was steering. If you could have the lights the same as a steam-vessel, not with the bright light, but with the red and the green light, shown as they are now done to indicate the sides of the vessel exposed, the same as on steamers, would that do?—I quite understand it.

789. That is, a steamer seeing a vessel that shows a green light to be standing to the right and a red light to the left?—I think you will be transmogrifying the Admiralty regulations, as we call them, although they are the Trinity rules. With all that, you must expect some little inconvenience in establishing rules. I think on the whole that which I have given some consideration to would be the best that you could adopt; it would be less liable to be mistaken, and less liable to create any error. I think a proper look-out ought to be kept.

790. Captain Sullivan.] Explain how you distinguish between the ship on the wind and the ship free, when she should carry the free light, and when the light on a wind? Suppose you are on the starboard tack with the green light shown, you change your course two or three points, when you would haul the green light down, and hoist the white, to show you were running?—Supposing the ship to the east, and the wind at south-south-east, if I keep her to the northward of east, the moment I keep her away, I should then be going free.

791. Supposing your ship on the starboard tack, and you see a vessel on her lee bow, that vessel is bound to give way if you were on the wind?—Yes.

792. If you were a point free, would you not still hold your wind if you saw a vessel on your lee bow?—I certainly would.

793. You would not keep away, and consider yourself a free vessel?—Certainly not.

794. Then you must have the green light; you could not establish a rule without?—The great evil of that would be this: The regulations which you publish are, that when vessels, by continuing their respective courses, shall run the risk of a collision, they shall each do a certain thing; but you do not expect, when spoken of in the way you spoke of just now, that they would wear their ship.

795. I wish to show you the difficulty in your plan. Suppose the mate of a vessel keeps her away two points, he is still going very little off the wind; by your regulation, a vessel on a wind has a right to keep her wind, and he must keep out of the way?—No.

796. Yes, if he has once hoisted the white light?—It would not be tolerated by you for one moment that a man, when he recognises another light which recognises him, both vessels going fast through the water, should take the advantage of making himself going free.

797. He might be going free; he says he is going free, by exhibiting a white light?—If he intended to be going free, he entails a certain responsibility upon himself, by the recent Merchant Shipping Act, and I am sorry to say that clause has been interfered with. I think it would have been much better if it had remained as it was. It is laid down that vessels by the wind, on either tack, should keep their course with reference to a vessel going free, and a vessel going free and giving way means passing astern.

798. That is what I was going to put to you. Supposing, instead of the light that you propose, that vessels were bound to show on the port side always, no matter which tack she was on, but on her port side a red light corresponding to a steamer's red light, and if she

she ever showed a light on the starboard side, a green light like the steamer's; or supposing that a merchant ship carried two fixed lights, and you were approaching her, whether on the wind or running free, would you not know immediately which way to put your helm?—Yes.

799. The object you want to arrive at is to go under the vessel's stern; whether she was on a wind or not you could not possibly mistake?—I think not.

800. If you saw the green light you would starboard?—I must see my way clear before I expose my starboard side to any vessel; before I altered my course I would make myself perfectly satisfied as to the position of the vessel I am approaching, the position of her head.

801. Supposing she shows you a red light, and not a green, are you not sure which bow is towards you?—Yes.

802. We will suppose that they could carry them like a steamer. Supposing every sailing-vessel could fix the two lights anywhere where they could be seen right ahead, without the mast-head light, you would at once know whether she was a vessel or a steamer?—With this exception, the mast-head light under some circumstances, such as the top-sail being set of the steamer, would be obscured.

803. Supposing she was a steamer or a sailing-vessel, if you saw the green light you would clear her by the same manœuvre?—Yes.

804. If you saw a red light?—Then by porting my helm. I understand you perfectly; I see that man has got his port side towards me, and by continuing my course there would be no risk of collision.

805. Or if it was so nearly on to you or going away very slightly that you found yourself too close to her, only seeing the green light, you would starboard your helm?—I think I would throw all back.

806. The *Chairman*.] You would know positively and instantly which side was towards you?—Yes.

807. There would not be a doubt on your mind, the moment you saw the red light, that the port side was towards you, without any reference to sail, tack, or wind?—Just so.

808. You would instantly without any thought know "that ship has her port side towards me"?—Yes.

809. Captain *Sullivan*.] Suppose you are in a fast steamer or in a running sailing-vessel, and you meet a steamer and see her mast-head light and the green light and do not see her red light, would you not starboard the helm? You are running down free in a sailing-vessel or a steamer, and you see another steamer approaching you, and you see only the green light and the mast-head light?—She would be on the starboard bow.

810. And if she drew at all too close you would starboard your helm?—Yes.

811. Supposing the green light shown exactly in the same shape in a sailing-vessel, to make sure of clearing her you would starboard your helm?—Yes.

812. Supposing two sailing-vessels exactly in the same position, supposing you saw a vessel a little on the starboard bow she would see you a little on the starboard bow, and you would both see green lights?—Yes.

813. And would both starboard?—There is the evil of it; the very instant that the steamers observe each other, the very moment they observe the green lights they port.

814. They do not port the helm to cross the bows?—There is no crossing. The very instant these vessels observe each other, seeing the green light of each other, just a point ahead, in fact a point, they port.

815. Suppose it happens to be three or four points?—You must use great caution. I would strongly recommend you to make it their bounden duty to show the red light.

816. Supposing you saw the green, and no red?—If I can depend on the person being in charge of that steamer keeping his course: but suppose the very instant I expect he is going to continue his course, he ports, and runs into me.

817. Suppose a rule was established that two vessels approaching, only seeing green lights, should starboard their helm?—The fact is this, I would strongly recommend you to be very cautious in dealing with this question, as to altering that porting the helm, it is so thoroughly the rule.

818. As a matter of safety in steamers, you endeavour to show one another your red light if you both see the green light and the mast-head light obscured?—Much depends on the distance that you are off; the direction the vessel is off you and so forth. If you are only a point or two off each other's starboard bow, you would put the helm hard a-port immediately. I attribute the very few collisions which we have in St. George's Channel to the strict adherence to the regulations.

819. The *Chairman*.] You meet a vessel going right up or down, you do not meet each other three or four points on the bow?—Yes, we do.

820. If two vessels were approaching each other in the day time, and you were steering half a point across her, you would not think of porting your helm to pass her right side?—No.

821. Does not her green light indicate how she is steering?—Yes.

822. Then why alter the rule of the road?—You make these regulations, that when vessels by continuing their respective courses shall run the risk of a collision, each shall do so and so. A man who will alter his course when there is no risk of collision would do wrong.

823. Captain *Sullivan*.] If a steamer is approaching you, and you consider she is coming nearly on to you, then she shows all three lights?—Yes, when she shows the triangle.

824. In that case you decidedly port your helm?—Yes.

825. Do you consider when they are going on their course that they are so liable to come

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into collision if only the green light is seen?—Much, as I said before, depends on the distance, and we all know, that at night, especially at sea, distances are deceptive. If you ask nautical men on that subject, you will find in cases of collisions, they give most extraordinary evidence; one says half a mile off, another a mile.

826. That makes the case still stronger; if she is far off, and you see the green light, she is more likely to go clear of you?—Yes.

827. The nearer she is, the more danger of collision?—Yes.

828. It would be more incumbent on you to starboard your helm for fear of coming in collision with the green light?—If I only saw the green light, I should continue the course.

829. If you saw you were approaching rather close?—Then I would stop her.

830. We will suppose another case. Suppose a steamer crosses you, and you find yourself too near the green light, would you not as a matter of course starboard your helm?—Yes.

831. Would not that be as fixed and well known rule that you would port your helm if near the red light, as that you starboard for the green light?—I would not recommend it.

832. The *Chairman*.] After the explanation that has been made, do you think that the showing the lights on the side would be preferable to showing the tacks; that you should know the side of the vessel with the same lights as a steamer has, red and green?—On consideration I think that the persons in a vessel approaching another, knowing how the wind is, if they see the vessel's green light on the starboard side, and the red light on the port side, that it would amount to the same thing as the exhibition of the coloured lights.

833. Do you think it practicable that all vessels going down as low as our coasters, can carry fixed lights?—I think so, such lights as steamers carry.

834. You think all vessels?—Yes, all vessels.

835. Do you think the colliers could?—Yes. Our pilot vessels that are 100 tons are always out at sea, blow high, blow low, and they must exhibit the green and white light.

836. From the hull?—Yes.

837. Do you exhibit the green and red in your pilot vessels?—Yes.

838. Where do you fix them?—They are fixed 10 feet from the water, one forward and one aft; they are about 10 feet apart; they have boxes fixed in the bow with the light outside, with a screen to prevent its reflecting on the deck. On the weather side approaching a vessel, when the vessel is in the direction, they exhibit they are a pilot-boat.

839. You have a red and a green light?—A green and a white to distinguish the pilot-vessel.

840. Generally on the weather side?—Yes.

841. You shift them over, and have places fitted for them on both sides?—Yes.

842. You have two places with one lantern?—No, two lanterns; they are both on one side to the approaching vessel. I do not mean to apply that to the regulation which you may be pleased to adopt.

843. Do you consider the smaller vessels that we are speaking of could carry them abreast of their foremast, colliers, and that class?—I think so.

844. They would want to carry them before the lower studding-sail?—Yes, with zinc or sheet-lead, things can be fitted up so easily to make them secure, that I do not see any objection to it.

845. Do you think, if the Admiralty gave the directions, they could be so fitted?—No doubt.

846. Captain *Harris*.] You are speaking with reference to your own vessels?—Yes; they are something after the American pilot-boats. I do not see there can be any difficulty about it if the Admiralty give the regulation.

847. Can you tell me what size lanterns you show?—I think the bull's-eye in the lantern, in diameter, will be about seven or eight inches.

848. You show them in half a circle?—We show them pretty much in that way, right abeam.

849. You show it to the approaching vessel?—Yes.

850. Supposing you had a lantern that showed the bull's-eye with a projection, that would be all that would be required?—There are objections to the projection on account of the ropes working.

851. If you wanted to use a hand-lantern, you would want a machine to go out about 15 inches?—Yes.

852. If you had a fixed light, it would have to light half the compass?—Yes. We were speaking just now of the green light, that a person observing the green light would approach it with caution, and that the vessel ought to exhibit the safe side passing light, and therefore I was anxious to have a light that would protect our vessels on the stations; hence the green and white light, and they have answered remarkably well.

853. Captain *Sullivan*.] With reference to what you saw of the advantage of showing the side, do you think it would obviate all difficulty as to the question of whether the vessel was on the wind or free; it would be indifferent which way the wind was, you would require no further light to indicate that she was running free?—Yes; and knowing also how the wind was blowing.

854. If you indicated the tack you would require to know how the wind was?—Yes.

855. If you knew the side you would not care about the wind?—Yes.

856. You would be quite indifferent as to what direction the wind was in, and would have only to take into consideration one thing; do you not think that would be superior to three lights?—Yes, and I think the more simple you make it the better.

857. Supposing lights could be fitted in the way you propose to vessels, where would you have

have them; are your lights below the gunwale, or at the top of it?—In the bulwarks under the top rail part in from the inside.

858. Do you find a heavy sea wash those lights out?—No, I do not think our vessels ship a sea very often.

859. Supposing one of your vessels was loaded like stone barges, and it got into a heavy sea, do you think it would be practicable to carry that light in the same position?—Yes.

860. Do you think the lee light, which might be under water mostly, could be so carried?—I do not think under water you would get a light.

861. Momentarily, just by the plunging of the vessel?—I think it would knock it out.

862. Suppose, in heavy weather, when they could not show the fixed lights, the same lights might be kept and shown by hand?—Yes.

863. That would answer every purpose, if attended to?—Yes, I think it would.

864. Making the responsibility rest with the vessel to show it if she could not fix it?—Yes.

865.

866. In a collier, with the square foresail coming in the way, or some head sail in the way, do you believe that a light could be seen foreward or aft?—Yes.

867. The foresail has a boom?—Yes.

868. You think that would not be in the way?—I think not. In dealing with a question of this sort you must say, "We think you ought to do so and so, and we devolve on you the responsibility of doing it; if any accident does occur, remember you will be responsible." I think in nine cases out of ten you may carry it out.

869. The *Chairman*.] And in the tenth case you could do it by hand?—Yes.

870. Captain *Sullivan*.] You think that such an arrangement would be a very great improvement on the present system?—Anything would be an improvement on the present system.

871. Captain *Harris*.] Is the mode of fitting an expensive mode?—I should fancy not; you will be best able to judge of the price of the lamps; it is quite out of my line, but I should fancy the price would be an insignificant amount compared to its utility.

872. Then, again, with reference to the showing of the light, I think you said you introduced it through the bulwark?—Yes.

873. What distance does it project beyond?—It is flush with the bulwark.

874. That would not show ahead; I want to know whether this plan which is adopted in the Liverpool pilot boats is equally applicable to colliers and coasters?—Yes, with this exception, that you want to show the side of the vessel the same as you do the steam-boats. We want to tell the people that this is a pilot vessel, and we show a green and a white light, horizontal, but in a sailing or coasting vessel, you want to say, "This is my port side, and this my starboard side."

875. Captain *Ellerby*.] Consequently, your lamp must project a little beyond the bulwark?—Yes.

876. Captain *Sullivan*.] You define the pilot boat by having the white light?—Yes, they will take care of themselves.

877. The *Chairman*.] Now, with respect to vessels at anchor; the present system is to show a bright light when at anchor; is that satisfactory?—Quite the reverse: the large vessels that we have in the Liverpool river have some of their masts, in fact, close on 160 or 170 feet high, and they hoist up to the mast-head, so that one half of the time we cannot see them. We were most anxious to carry the regulation out; our great object was to have the hull of the vessel seen, and therefore we altered it, believing that we had authority to do it under our bye-laws, that a light should be exhibited forward, not less than eight feet from the upper part of the bulwark, and aft, not less than eight feet from the upper part of the rail; that has been in use for some time and has answered.

878. That entails the necessity of two lights, both bright lights?—Yes.

879. That entails the necessity of the smaller craft having four lights, which, in a small craft, would be very inconvenient; what should you think if it was established that at anchor a red light should be shown not less than 30 feet from the water, at the height of about 30 feet?—It does not signify what colour it is; we have strong tides in the Liverpool river; very frequently, the transatlantic steamers coming up, the light would be exhibited forward, and it would be entirely obscured by the vessels coming up against the ebb-tide; the great object would be to let them see fore and aft the whole length of the vessel.

880. If it is exhibited in the small craft at the mast-head, and in the others fore and aft, would that do?—To give you an idea of the ferry traffic alone which crosses the river, there is the railway boat, the luggage-boat, that belongs to the Birkenhead Commissioners; they cross 256 times in 24 hours, and at the ferries alone close upon 5,000,000 people cross in a year.

881. From the landing-stage?—Yes.

882. Then it becomes a most serious question?—It is most extraordinary; the other vessels go 70 times a day at the other ferries, and vessels anchor right opposite in the fair way of those ferries.

883. And, therefore, you believe it necessary that the head and the stern should be seen?—I feel satisfied of that.

884. That is peculiar to Liverpool; but taking now the roadsteads, what do you consider the best light to show to indicate a vessel at anchor?—The roadsteads are not much frequented.

885. The Downs are frequented; there are sometimes 300 or 400 vessels there; there are the Yarmouth Roads and the Swin; there are sometimes 400 or 500 sail of ships there?—

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I quite see what you are speaking of; you wish to require those people to carry extra lights; at Liverpool it is quite different.

886. Would one red light be likely to answer at the height of 30 feet, or a bright light; would you consider a bright light or a red light better for denoting the position of a vessel at anchor in large numbers?—Looking in perspective at what you intend to do with the red and the green light, to define the sides of the vessel, I should say, by all means, two bright lights.

887. Leave Liverpool out of the question; we are speaking of the old mercantile marine?—If you go on economical principles, leaving Liverpool out of the question, I should say, in other roadsteads, the best and the cheapest mode would be, as you have done with the side lights that you have been carrying, to exhibit the two lights vertically.

888. You are burning oil with the two lights; they are to be hoisted 30 feet, no matter whether red or green lights; you would require lanterns to light all round if you exhibited them?—Yes.

889. Any lantern that you establish for the side lanterns must be explicit, that they have powerful reflectors?—The two coloured lights from the side, if you used them in that way; I see you would require them of a different construction.

890. Half a bull's eye fixed to a screen would do?—Yes, that would show a good light.

891. We have not got your opinion yet as to the light which is to be shown in roadsteads, as to having them about 30 feet high?—There is the difficulty about the height. You must tell them in plain language, you must exhibit a light not less than 10 or 20 feet from the deck at a certain place.

892. Captain *Sullivan*.] There is the difficulty pointed out just now; the vessels are nearly always tide rode, up and down, a light between two masts would answer for the crossing steamers?—The most satisfactory proof of it is this, that since we have established these two lights at Liverpool, we have never had occasion to alter it; but, on the contrary, it has been the means of preventing all collisions. There is a quantity of small craft beating up, exhibiting their single bright light, and going on on the starboard tack.

893. Captain *Ellerby*.] So many bright lights cause confusion?—The single bright light at anchor would show the light in sufficient time to avoid collision; these American ships that come into Liverpool have caps at the bowsprit head, with a single bright light. Before they come to the pilot ground they exhibit the bright lights at the bowsprit head. We have always six vessels out, averaging 20 men in each. If there is a ship in the north, he starts off and boards it, and perhaps he has ran five or six miles to leeward.

894. Why does not the pilot on board insist on that light being taken away?—The captain would not take it away for him, he is bound to exhibit a bright light in sufficient time to avoid a collision.

895. Captain *Sullivan*.] If this red and green light were established, do you think those ships would carry them where they could be seen clear of the sails?—Forward, you mean.

896. The jibs would be always high enough?—Yes.

897. Those large American vessels could fit them anywhere?—Yes; the foremast is amazingly far aft.

898. The *Chairman*.] Coming to the point again, the ship at anchor?—You see the difficulty is in seeing this light all the way round; if you were to have one light facing forward, and the other aft not more than so many feet from the deck, you would then occupy a space.

899. Captain *Ellerby*.] What colour would you have?—The same lights that you require to show at the side; it would be so far apart that it would be impossible for any one to mistake them, however small the vessel.

900. Captain *Sullivan*.] Do you not suppose in a coaster two lights placed in that situation might be taken for the bow of a large ship under-way?—I think that if the green light was facing aft, you could manage it, but after all, what is the expense of these lights.

901. It is a question of colour now, irrespective of using the same lights; it is merely with reference to the colour of the anchor lights without reference to Liverpool?—I think that with the green and red light fore and aft, that would answer every purpose of a vessel lying at anchor, that is my opinion.

902. The *Chairman*.] Where exhibited?—Not less than eight or ten feet from the upper part of the hull; they may hoist it higher up if they like; it would be more likely to be seen around the horizon eight or ten feet about the bulwark, than taking it higher up where it may be obscured by the things I have spoken of before.

903. Supposing you saw the bow of a vessel towards you, and you saw a single red light, how would you know it was not a vessel under way?—I would not expect to fall in with a vessel at any time there.

904. The *Chairman*.] I think we may say we must have a third light, one for lying at anchor, which shall be a white light or a red light?—I think the white light would be best.

905. Do you meet with any collisions in the Atlantic, between America and Liverpool, on the ocean?—There have been some few, but very few; I think the principal instigation of the collisions that take place is not the fault of the regulations you have made, but the fault of want of a proper look-out.

906. Do you think it desirable these lights should be extended across the Atlantic?—I think so; I would extend them, and make no exception.

907. At all times, and in all seasons, in all parts of the world?—Yes.

908. Captain

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908. Cap'tain *Sullivan*.] You say you would have a white light at anchor; have you ever heard that a number of vessels at anchor with so many lights, dazzle and confuse people's eyes?—In our river they do, under the present system, with the number of vessels at anchor, the vessels exhibiting the two lights; but the very moment your regulation comes into operation, the vessels exhibiting the green, red and white lights, will do away with that entirely.

909. Have you found a number of lights of different degrees of brightness deceive you, from not knowing whether the bright lights were the nearest to you or further off?—Of course; some fellows will put a twopenny candle in, and others a penny one.

910. Supposing a red light was established, do you think you would see a vessel very far off?—You would not see the vessel very far off.

911. You would only then see the nearest vessel?—Yes.

912. Would you not be less deceived, and find less difficulty in knowing whether the vessel was near or far off, with a red light rather than with a white light?—No, I think not, for this reason; the great contrast between the light and the hull, it shadows as it were, on the hull; it makes it brighter; a bright light reflecting on a bad surface like the hull is very distinct; it is astonishing how very soon you see a vessel lying at anchor by the bright light.

913. It is not by the bright light, you mean by the reflection it throws on the hull of the ship?—In our pilot-boats on the station the lights are so capially arranged that people frequently have no difficulty in ascertaining what tack we are on.

914. You have very good lights, and can be seen much better and farther off than the ordinary light that a vessel can show?—Yes, when people know they are bound by law, and that it is their imperative duty to do a certain thing, they will take care that they must have such a light as will be of utility.

915. Supposing you were entering the port of Liverpool, and knew that within three miles there were 500 vessels at anchor, spread over a distance of four miles, with bright lights, you may see more than the length of the four miles?—Yes.

916. Would you prefer that or prefer only to see the vessels within a mile of you?—I should prefer to see the difficulty before I arrived at it; it would enable me to place my vessel under such canvas as I thought proper, and have all ready; if I saw such a quantity of fellows down there I should stop her where she was.

917. Do you find any difficulty from the same colour light being exhibited in distinguishing between the two? Are they distinct enough to know the low light shown from the vessel and the anchor light, both being the white light? Under ordinary circumstances do you find any difficulty in distinguishing between the two lights?—We find great difficulty in distinguishing the vessel that is moving; for instance, in a ferry-boat going across the river, there is a great difficulty on account of the enormous strength of the tide, going six or seven knots, of observing the difference between the vessel lying at anchor and the vessel under-way, were it not for the two lights being exhibited on board the vessels. A vessel with the pilot on board is bound to exhibit these two lights, eight or ten feet above the upper rail of the bulwark; the fellows in some of the others have them hoisted some 30 or 40 feet in coming up the river.

918. And keeping them up when under-way?—Yes, as I stated before, these American vessels continuously exhibit a light that is fixed to the cap.

919. The *Chairman*.] Now we will go to Liverpool exclusively; what is the regulation there now?—The regulation now is that vessels lying at anchor exhibit two lights.

920. What are the lights exhibited at present at anchor?—Two bright lights, one forward and one aft, not less than eight feet above the upper rail of the bulwarks.

921. What was the regulation previous to that?—A light was exhibited where best seen.

922. And what was the consequence?—The consequence was we had several collisions take place; the last collision was between the unfortunate "Pacific" and a vessel called the "Corynthian;" the "Corynthian" had a light exhibited where the pilot thought it could be best seen; the "Pacific" was coming up, and the light was not visible from the foot of the fore-spencer, and she struck the brig in her quarter, for which the owners of the steamer had to pay some 6,000*l.* or 7,000*l.*

923. How long has the present system existed?—I think from the beginning of last year; it is rather more than a year.

924. Have there been any accidents since that time?—Not any that I am aware of; and we should know it at the Pilot Commissioner's Office; for we make it incumbent on all pilots, the very instant that any collision or accident occurs of any moment, however small, that they must report the same in writing, and we keep a record of all the accidents that occur.

925. Has the present regulation, as far as the ferry-boats are concerned, been satisfactory to them?—Quite so. I have a letter from Mr. Samuel Reed, the manager:—"Woodside Ferry, Birkenhead, 11 March 1856. Dear sir, you request to know the number of trips made by the Commissioners' steamers in the 24 hours across the River Mersey. There are six steamers constantly employed, and the number of trips to and from Liverpool made by them in the 24 hours, are 256. The number of passengers carried by the steamers from the 24th April 1854 to the 24th April 1855, were 4,971,615. The present year shows an increase on that number, and by the 24th April this year, will exceed 5,000,000 of souls. I mention this because I see you are desirous to obtain a better system of showing proper lights by ships laying to an anchor; indeed the old practice of showing only one light at the mast-head is nearly useless, considering the increased size of the vessels now built, and their very great length."

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926. Has there been any loss of life by their collisions with the ferry boats?—Not any, neither inside nor outside of the port last year.

927. Previously to this arrangement, had there been any collisions with the single bright light?—Yes, we used to have them continuously with the single bright light.

928. Has there been any fatal accident?—I think there has been no fatal accident.

929. Since the adoption of the two lights, you have had none?—We have had no collisions at all.

930. Captain *Sullivan*.] What size ships are compelled to carry these two lights?—All vessels that are piloted vessels with a licensed pilot on board, come under our jurisdiction.

931. What vessels are allowed to go without pilots?—Coasting vessels under 100 tons; they may pilot their own vessels.

932. And those vessels still only hoist one light?—The vessels in the river are under no regulations at all; they are not bound by us.

933. They are still bound by the general law to have one light?—Yes.

934. Do you find that that one light is sufficient?—No; they are an exception to the general rule; they get out of the way entirely; there are very few of them lay in the stream as the large vessels do.

935. Do you consider, in those short vessels, that the present regulation of one light is sufficient?—No, I think not.

936. For Liverpool?—If you propose to make the regulation, I would make no exception; it should be imperative on all vessels lying at anchor.

937. How far outside the port of Liverpool does that regulation extend?—The port of Liverpool goes down to the Victoria light, and the Queen's Channel light.

938. The vessels outside the port would adopt the general law?—Yes; but vessels being in charge of the Liverpool pilots, we should expect that he would exhibit two bright lights.

939. They do not, beyond the Victoria light?—When in charge of a Liverpool pilot, it is very seldom that they will anchor. Since the Queen's Channel has been opened, they can get in by one channel or the other.

940. You consider the limits of the port of Liverpool, the Victoria light and the Queen's Channel light?—Quite so.

941. Irrespective of the traffic across the river, the objection you make is, the light not being seen aft when hoisted at the stern, and not seen forward when hoisted at the peak in the tide-way; that would equally apply to every tidal roadstead in England?—I think so.

942. In that instance, you do not particularly allude to the port of Liverpool, and crossing steamers?—No.

943. Captain *Harris*.] Do you happen to know whether any memorial has been presented to the Admiralty or Board of Trade, respecting lights carried by pilot vessels outside the port of Liverpool?—I am not aware of any. I should tell you when our bye-laws were revised; they alluded to the green and white light exhibited by our pilot vessels upon the stations as being contrary to what they conceived to be the Admiralty regulations. There was another point also, which I think the Board of Trade did not quite understand, with all due deference; the flag which the pilots are required to hoist under the Merchant Shipping Act; they say the pilot going off to a vessel should exhibit a red and white flag.

944. That does not come within our province; there is no objection to a pilot-boat showing a red and green light, as well as any other?—None.

945. Captain *Sullivan*.] You said something ought to be added to distinguish the pilot-boat from any other vessel. The white light added 10 feet before the red or green, whichever it is, would interfere with no regulation, and would instantly recognise the pilot-boat the same as now. If you were on your port-tack, with a vessel running down on your port-beam you would have your red light on the port-side, and show your white light before it as you now show it before the green light?—Yes; but you must bear in mind, that, in speaking of the regulations of lights for coasters and other vessels, I wish it to be clearly understood that it would be a different matter altogether to bring the pilot-boats under a similar regulation; for this reason, all vessels coming up show lights of a similar description, and how are you to ascertain the difference?

946. At present they distinguish their green light from the green light of a steamer by having a white light horizontally before it?—Yes.

947. A white light before the red and green horizontally on either side would show it as at present. At present you show a green and a white light on the bow or side, whichever way your vessel is approaching?—Yes, not less than 10 feet apart.

948. Supposing you were to have, like all other vessels, the green and the red light fixed in your sides; if in your foremost pigeon-hole you showed the white light, you would distinguish then the pilot-boat as thoroughly as you do now?—Just so; but we being on the port-tack, with the port side towards you, you exhibit the white and red light. "Oh!" says the man, "these Liverpool pilots exhibit a green and a white light, that is a red and a white light."

949. Because the port side is towards them; but having the two horizontal denotes the pilot?—Yes.

950. Suppose this to be carried out, then the distinction of the white light, added before the red or green, would distinguish the pilot-boat all over England?—Yes.

951. The *Chairman*.] If the pilot-boats were allowed to exhibit a bright light above the distinguishing light, could not all pilot-boats do the same?—I do not think that we ought to be interfered with, as long as we conform to the rules.

952. Would it not be best to establish that the pilots all round the coast should exhibit a bright

a bright light horizontally, eight or ten feet abaft, or before the green light or red light, as it might be?—I do not think that it would make a very material difference.

953. But it ought to be said which way it shall be. Whatever may be established for Liverpool ought to be the same all round?—I think it would be desirable, that, in addition to the green and red light, all pilot vessels shall be permitted to carry a bright light 10 feet fore or aft, as most convenient.

954. Have you given any consideration to the fog signals; do you think it desirable they should be altered?—I think so.

955. What would you say to all steamers making use of their whistles and their bells, and all sailing-vessels making use of the horn, the cow's horn?—There is a better thing now than the cow's horn; it is on the principle of the organ-pipes. They are only 1 s. 6 d. a-piece. I have them on board the pilot-boats. The smallest boy in the boat would make it sound as loud as the cow's horn. It requires a little practice to blow the cow's horn. These tin horns are superior to the cow's horn.

956. Captain *Sullivan*.] Suppose a red light was established for the anchorage light, do you see any objection to two red lights being adopted at Liverpool?—No, I do not.

[This Witness was further examined at the end of the day.

Mr. *John Shepherd*, Liverpool Pilot, Examined.

957. The *Chairman*.] YOU are a pilot for the Mersey?—Yes.

958. And only the Mersey?—We are licensed for the Mersey, the Chester River, Beaumaris, the Cumberland coast, and the Isle of Man.

959. Right down to Holyhead?—Yes, right round the coast, just short of Holyhead, the Isle of Man, Whitehaven, and all the Cumberland coast.

960. All the Liverpool Bay?—Yes.

961. What is your opinion of the system now adopted for sailing-vessels as to their lights?—I think the system now is a very bad one.

962. Have you turned your mind, in piloting vessels, to how it could be improved, with reference to Liverpool alone; this is for sailing-vessels and coasters. I am of opinion if there was a distinguishing light to show the side of the vessel, the course she was pursuing, it would be a great deal to guide by; but there is a difficulty in placing the lights.

963. What lights do you mean?—The coloured lights.

964. If they could be adopted for showing the course she was pursuing, that would be beneficial?—I should think a light placed in the side of the vessel, to show which tack she was on, would be best.

965. The side and the tack are two different things; the steamers show their sides?—Yes.

966. Do you wish the sailing-vessels to show their sides as well?—Yes.

967. Without any reference to wind or tack, or anything, she shows the light, and you know that that side is towards you?—I think that quite invaluable.

968. To show the same lights as the steamers do at present?—No; I would not show the mast-head light.

969. You would show the side lights, but not the mast-head light, in order that you might know the steamer from the sailing-vessel?—Yes.

970. In what vessels do you think these coloured lights could be carried in rough weather; we are thinking of coasters and every sort of vessel; some laden with stone, some with iron, and others with coal?—There appears some difficulty in carrying these lights on board small vessels, they are so low in the water; they might be carried at the yard-arm, or something in that way.

971. They could not be fixed?—They might be hung.

972. How would you know one from the other, if you are on the port bow you will see both lights?—Yes.

973. That is confusing; you must have the means of seeing one light only; you must not see the red light on the port bow, or the green light on the starboard bow?—No, that would not answer. There is no plan for adopting that, except putting them in boxes similar to the pilot-vessels; the boxes might be raised. We have to raise our lights on board the pilot-boat by a sort of stanchion; it might be fixed on one side.

974. Will not the gear of the vessel interfere with it. Take a collier; she carries a mainsail sometimes?—Yes; I cannot see that the mainsail will prevent it being seen.

975. Do you carry it before the fore-rigging?—No; we carry it just about the foremast shroud.

976. What is the size of your lights, do you know?—I think something larger than this lamp (*referring to a lamp about a foot square*).

977. Does it show more than a-beam?—Yes.

978. How much?—We have some of them fixed with a sort of oval front.

979. Captain *Harris*.] Do the lights fitted into the pilot-boats show a-head?—Yes.

980. The *Chairman*.] That is from right a-head to how far abaft the beam?—I should think they would show about from 10 to 15 points.

981. The steamers only show 10?—Perhaps it might not be quite so much as 15 points; it will show nearly as much as a steamer's light; they are calculated to show 10 or 12 points, we will say 10 points, if the lamp is made in the form I have described to you.

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982. The colour of the lights designating the side would give you instantly, on seeing the vessel, the knowledge of which way she was standing?—Yes.

983. If you saw a green light, you know she is going away to the right of you, and if the red, going away to the left, in any direction, so long as she showed that light to you?—Yes; the white light has frequently a tendency, when we are on the station, to draw us away from our station; we see this white light, and we do not know if the vessel wants a pilot or not.

984. The showing of the red and green will not show it to be a pilot vessel?—No; we have tried a variety of lights. I think, some few years ago, the red light was taken from us; I do not know whether it was in consequence of the regulations as to steamers or not, we were ordered to have a green light and a white light, horizontal, placed 10 feet apart. We have to adopt, sometimes, a flash light to draw the attention of vessels to us. I could not suggest anything better than we have at present.

985. If the red and green lights were adopted generally for sailing-vessels, if you were permitted in the pilot-vessels to carry a bright light in the same line with the red or green, whichever side was shown to you, do you think that would answer the purpose?—Yes.

986. Do you think it would be likely to mislead anybody in any way?—No; I cannot see it would mislead at all.

987. You think it would be a good rule for all pilot vessels?—Yes, I cannot see any objection to that; the red light might have a tendency, if only the one side of the vessel was seen, to make vessels in want of pilots go to another vessel instead of a pilot-boat.

988. You have the white light as you have now?—Yes.

989. It would be giving you the same, only showing what side it is, as well as that you are a pilot-vessel?—Yes.

990. Captain *Sullivan*.] Did you ever run end on to a vessel to show your lights on two sides; when you are standing towards a vessel, if your bow is towards her, do you always slue your side to show them?—Mostly.

991. Do you ever show them one on each gunwale?—If the vessel is in that position that the lights do not show sufficiently, we might take it out to distinguish it better.

992. Supposing you had the red and the green lights in the pilot-boat fixed to your sides amidships, somewhere where your after-boxes now are?—We have them on each side.

993. Suppose you had red and green lights, and you were standing down to the vessel end on, they would see both?—Not end on.

994. Wherever the light would be, how would you manage with the white light, you would have to slue your broadside always to show your white light. I am supposing you were made to keep a permanent green and red light; it is no matter where you show them, when you have a fixed green and red light in your two sides, and show a white light for the second light; if end on, how would you manage that; do you now find you show them end on, or do you slue the side of the vessel?—Show them end on; our white light shows all round.

995. They would not see the green light abaft till you slued her round?—They would not.

996. The two lights are fore and aft?—Yes; she shows her bow.

997. The *Chairman*.] What is the tonnage of your pilot-boats?—The present ones are about 80; they are building three of 100 tons. They are from 60 to 80 tons now.

998. Captain *Harris*.] Have you thought of this subject before you came to this Committee, of showing the lights that you describe?—I have thought that something ought to be done in order to show the position of a vessel more effectually than it has been hitherto done; something ought to be done different to a vessel's carrying a white light.

999. Has the suggestion you have made suggested itself to your own mind, this mode of showing the direction?—Many a time.

1000. You have not changed your opinion since Mr. Cooke has left this room?—No; the matter has been canvassed over many a time among the pilots.

1001. You have always maintained that opinion?—Yes; that something ought to be done to show the course.

1002. To show the ship's side?—Yes.

1003. The *Chairman*.] And that is the general opinion of the pilots about Liverpool?—Yes.

1004. With respect to vessels at anchor, what would you suggest; how would you show the position of vessels at anchor (we will come to Liverpool afterwards) in roadsteads at Yarmouth or in the Downs?—I have seen a number of vessels at anchor outside; and I think the lights adopted in Liverpool would answer anywhere, in order to show the vessel.

1005. That would entail the expense of so many lamps; they have not men enough to attend to them and keep them ready; they are very short-handed in small craft?—But the expense of a lantern is better than to be run down. It is better to pay for a lantern than have your stern run into.

1006. We have not had many instances of their being run into; we have heard of one ship in Liverpool running into the stern of another. Where there is a general roadstead, the showing of one lantern would be enough?—I am of opinion that two lights are better than one, at anchor, in any place.

1007. We have heard of as many as 400 or 500, or 600, or even 1,000 vessels at anchor in Yarmouth Roads; there would be 2,000 lights shown; it has been thought that it would be apt to mislead?—It is not good to have too many lights, I am satisfied of that.

1008. It is a common occurrence in the Downs to have 300 or 400 sail there?—I approve very much of two lights; I approve of a light forward and a light aft.

1009. You

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1009. You approve of it thoroughly, and I dare say you were consulted as to how you would prevent collisions in the Mersey?—Yes.

1010. And you have adopted the best mode you could imagine?—Yes, but when we have had a number of vessels waiting outside the port, I have found even then, when cruising about outside the port in the summer season, it to be beneficial to have a light at the aft end.

1011. You might, perhaps, have had 20 there, but when you come to 200 or 300?—I am speaking of vessels at anchor outside the port. When there are spring-tides, there is not above nine feet over the bar, and then they think it better to let go the anchor and remain where they are.

1012. Now with respect to Liverpool, you have adopted the rule of having two lights; how long has that been the rule?—Since January 1855.

1013. Upwards of a year?—Yes.

1014. What led to that arrangement?—I rather think it was in consequence of that collision that took place between the "Pacific" and the "Corynthian," which was run down in the river. I think that led to it.

1015. Has there been any complaints from the ferries that induced you to make any change?—I cannot say whether there have been complaints from the ferries with reference to the one light; but there have been many complaints from the ferries about vessels being anchored where they have to pass, and they have had some difficulty in crossing.

1016. Are there many collisions with the ferry-boats passing?—Occasionally in thick weather, in foggy weather.

1017. Has that been since you established the two lights, or previously?—In foggy weather, I think there has been a few since and a few before.

1018. Captain *Ellerby*.] In clear weather has there been any?—No.

1019. And were there any before you made this alteration in the lights at anchor?—I could not answer that. It is a subject I did not give my attention to; they do not concern me much. We have as many as a hundred large vessels at a time in Liverpool. We have very little space in the river, and even then you must be very close together.

1020. The *Chairman*.] Suppose your lights were changed from white to red at anchor?—I do not think that would do.

1021. Why not?—It would not show so far; and another thing, they might be taken for a steamer's light. A steamer crossing and showing the red light on the one side, you would just discern the red light, and take it, it is possible, for a vessel at anchor.

1022. Would you not more probably take the bright light for the steamer?—I do not think it; it is very seldom you will see the green and red light, when you see the white light of a steamer. That is what we generally look for; if we see a white light, we look out, and we see the green and the red.

1023. Captain *Ellerby*.] Any of these red lights exhibited at anchorage would show you she was not a steamer by not seeing the white light?—Yes, but a white light shows so much further off.

1024. You would see the white light before the red one?—In any place where the vessel is at anchor. I think so long as there is a light fore and aft, the white light would be the best, as it shows so much farther off.

1025. Do you ever find them confusing, so many lights. You say sometimes you have a hundred sail of ships in the river, and that each of them have two lights up?—You only see one at a time, except at slack tide.

1026. Do you find that they confuse at all?—I dare say there is a little confusion at times.

1027. Do you think that confusion would be lessened by having a coloured light and not such a glaring light?—I can scarcely answer that question; I am still of opinion that the white light shows the best.

1028. The *Chairman*.] You do not know of any other cause for the alteration of the lights from a single light to two lights, one forward and one aft, than what you stated, the collision that took place between the "Pacific" and the "Corynthian"?—Yes.

1029. It has not been from the ferry-boats not knowing the length of the vessels?—I rather think not.

1030. If we were to return to one light only, what should you say to it?—I should say that it would not answer so well; but I should think there would be a possibility even in other places, of a large vessel being at anchor, and another vessel running aboard of her in a dark night, as the light may be shaded by some object.

1031. In that case you would give the preference to the light being at the fore-yard arm?—I would give the preference to the light fore and aft.

1032. Might not the lights so numerous in so narrow a port as the Mersey, might they not be taken for the lights on shore, the bank lights?—They might.

1033. I am speaking of one bright light; you were asked whether you would prefer a red or bright light at anchor. You say a bright light; may not those lights be mistaken for the lights on the wharf at Liverpool, or along the whole range of the town? They might be mistaken at a long distance, but not near the lights; the light would reflect; it would not answer at the mast-head, it must be placed lower down to reflect on the vessel. If at the mast-head it would not answer, that is too high up; if it is ten or fifteen feet above the rail, then it will reflect. You see the objects beneath; that is what I have frequently found in coming up the river in the pilot-boats.

1034. We were more on the point of a vessel at anchor, without reference to Liverpool, in

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any other roadstead?—The only objection that I have to a red light is, that it does not show so far as a white light.

1035. That would be a decided advantage in a crowded roadstead. You would prefer seeing only the nearest red light, than seeing a host or confusion of white lights?—Yes. If that were adopted altogether, there would be some difficulty in a port like Liverpool, because you see the river is navigated so much on the ebb tide. If you are coming up with these large steamers, and you have only a red light shown at the fore part, you may run right aboard of a vessel.

1036. That is a local regulation of the port of Liverpool?—Yes. I think Liverpool ought to be an exception.

1037. You generally come in end on, one way or the other; if it was at the fore-yard arm could you mistake it?—You might mistake it just as well as if it was forward.

1038. You could not mistake it between the masts?—I am not going to speak so positive with reference to the Downs.

1039. At any roadstead or harbour where the vessels are tide-rod?—Where there is not much space, the same as in Liverpool river, where we are confined for space, it will not do. If you adopt a red light in any large place where there is plenty of room, it might do, but it will not do in Liverpool.

1040. You say, if there is hoisted at the yard-arm a single light, a vessel might run into her stern, because the masts or spankers, or anything else might hide it?—It will only show at one side of the vessel; the vessel must be approaching her on the side the light is.

1041. You are coming right up astern of her, on an ebb tide; would not a light shown at the fore-yard arm, if she was a brig?—It might be possible that light might be shaded by the mainmast.

1042. If she was a brig you might have it on the main-yard arm?—Something might shade the light.

1043. What points can you approach a vessel if she is tide-rod in Liverpool? Can you approach very much on her quarter?—They are not all laid in one line. A vessel may be there with a light. I may have to turn round, and there is a vessel with a light that I cannot see, and I run right into her stern. I have been looking out for this light, and trying to clear this. I alter my course, and run right into another, because the light is shaded.

1044. But in an open roadstead. Your object is, that in a tide-way, vessels coming up or down with the tide, want a light towards them?—Just so.

1045. You said just now you liked the white light because you could see it much farther off, but when you have a long string of vessels in the Channel at anchor, do you wish to see all the distant vessels at the same time that you see the near ones; would you not rather see the first vessels first, so as to see the first hundred nearest to you?—I should like to see them all, so that I could take my way through them.

1046. You see two lights, how do you know the brightest light is not in the farthest vessel, the nearer one showing a miserable light?—We have not found any difficulty in that yet, and Liverpool is crowded with gas lights; we can see them quite distinctly when riding with the tide.

1047. Supposing there were two lights as you said, do you see any objection then to there being two red lights?—The objection that I stated just now, that there is a possibility of taking the red lights for steamers.

1048. Do you not find now the white light hoisted in a vessel is often mistaken for the white light shown of another vessel that you are meeting under way?—There may be a little in that.

1049. A vessel at anchor shows you a bright light hoisted, and a sloop going across shows a white light when she sees you?—That is very wrong; a vessel under way ought not to show any light. We are of opinion that a vessel under way ought not to show a white light; we have often remarked that, a flat carrying the same light that a vessel does at anchor. This is the order given to us by our committee with reference to the lights:

“Pilot Committee Room, 29th January 1855.

“NOTICE TO PILOTS.

“At a meeting of the Pilot Committee, held this day,

“It was ordered,

“That the attention of the pilots be specially called to the 61st Bye-law, as the Committee are determined, on its violation being proved, to enforce the penalty annexed, and remind the pilots that they are responsible for regulating the speed of steamers whilst under their charge.

“LIGHTS.

“Ordered,

“That the 39th Bye-law be now rescinded, and that the following be substituted:—

“That the pilots do order proper lights to be hoisted, where they can be best seen, say one on the ‘Fore Stay,’ not less than eight feet above the top rail of the bulwarks, and the other at the ‘Gaff End,’ or some such conspicuous place ‘aft,’ not to be less than eight feet above the upper rail of the bulwarks, so long as at anchor in pilot water, say in the channels or rivers.

“By Order,

“D. Rowland, Secretary.”

1050. The *Chairman*.] Do you know there has been a memorial sent to us?—Yes.
1051. Within the local jurisdiction of the Pilot Committee you show lights that are not authorised by the Admiralty?—Yes.
1052. And you got the opinion of counsel that that is illegal?—We were most anxious we should have it put right as soon as possible.
1053. Now, as to fogs, have you any suggestion to make; have you frequent fog Liverpool?—Yes; the only mode we adopt is, we have a fog-horn.
1054. The steamers ring a bell, and the sailing-vessels use a fog-horn?—We have a fog-horn, and some sailing-vessels have the fog-horns.
1055. The steamers have to blow their whistle or ring the bell?—Yes.
1056. Do you know anything of a tin horn?—It is termed a fog-horn; I have one of them.
1057. Does it answer?—Yes.
1058. Does it make a great noise?—Yes; it is called the new patent fog-horn.
1059. A boy can blow it?—Yes, any one.
1060. What do they cost?—Mine cost two shillings.
1061. Captain *Harris*.] You would have a steam-whistle for steamers, and a fog-horn for sailing-vessels?—Yes.
1062. That does for all purposes?—Yes.
1063. It is not a thing likely to be damaged?—No, it is very handy; we require the fog-horn as much as any vessel; we are in a very dangerous position; we are more afraid of steamers than we are of a storm; we have to lay right in their track.

[The Witness withdrew.

Mr. *Thomas Parry*, Liverpool Pilot; Examined.

1064. YOU are a Pilot of the Port of Liverpool, are you not?—Yes.
1065. How many years have you been so?—Thirty years.
1066. Do you consider the present system for showing the position of sailing-vessels satisfactory?—No.
1067. You know the present system, a bright light occasionally?—Yes.
1068. Can you suggest anything as a substitute for that?—It is the general opinion it wants altering.
1069. Are you speaking of pilots as well as yourself?—Pilots and myself, that there ought to be something substituted in the shape of a coloured light.
1070. What is the proposition you would make?—The proposition is that there should be a red light on the port side, and a green light on the starboard side.
1071. That is the same as steamers?—The same as steamers.
1072. Do you consider it necessary to have a light forward as well?—No.
1073. You think that light should be left out?—Yes.
1074. In order that you might know a steam-vessel from a sailing-vessel?—Yes.
1075. In having those lights, do you consider that those lights should show the side of the vessel that is towards you, or the tack that she is on? That is an important question. A steam-vessel shows the side, does she not?—Yes.
1076. Would you have the sailing-vessel show the same as the steam-vessel, the side on all occasions?—Yes.
1077. Or the tack?—It is equal.
1078. No, it is very different?—It would distinctly show the tack she was on.
1079. It might be the very opposite?—In passing, in sailing large, she would show the two lights, that is a sailing-vessel with the red and green light, we think it would show the tack she was on.
1080. That would not be the case?—We think so.
1081. Captain *Sullivan*.] You said the fixed lights in the side would show which way she is passing without any reference to wind or sailing?—Yes.
1082. You would always know if she showed the green light that she was going to the right, and on the contrary the red light would tell you she was crossing to the left?—Yes.
1083. And you would know that instantly on seeing it?—Yes.
1084. And you think that preferable to showing the tack?—Yes.
1085. To what vessels do you think those lights should be fixed the same as in steam-vessels? We are legislating for all sized vessels, from the largest to the smallest coasting vessel. In what size vessels do you think in bad or rough weather fixed lights can be carried?—I think they could be fixed in boxes similar to what we have them with the greatest safety.
1086. In all weathers?—In all weathers, that is my opinion.
1087. Taking the deep laden vessels coming round with stone, and others with iron and coal in rough weather, do you consider they can carry these green and red lights?—Yes, I think so.
1088. You have a number of small schooners coming in from the Welsh coast with stone; do you think that they could carry them?—Yes, we are very low in the water.
1089. Yours are beautiful sea boats?—Yes, but we are continually under water in a manner of speaking, and we always find they will do.
1090. Whereabouts is your bright light, as far forward as the cat-head in the bluff of the bow?—Yes.
1091. That is very much exposed to the sea?—Yes.

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1091a. And you find you carry it out?—Yes.

1092. The green light is 10 feet aft of that?—Yes.

1093. That comes somewhere about the fore-rigging?—Abaft the fore-rigging.

1094. Captain *Harris*.] The only distinguishing colour-light now is the green and white-light?—Yes.

1095. Captain *Sullivan*.] Does the sea never put your light out?—They have occasionally in very heavy gales.

1096. How are they ventilated?—They are ventilated with an air-pipe, holes bored through the boxes to let the air in.

1097. Captain *Harris*.] The same as a steamer's light?—Yes, similar to it.

1098. I think Mr. Cooke told us you shifted the lights over from side to side, according to the tack you were on?—The midship light we shift over, the bow light always remains.

1099. You have a white light on each bow?—We have a box in each bow, and we shift the waist light over.

1100. Not the bow light?—No, not the bow light.

1101. Where is the white light fixed?—Amidship; we formerly had them in the gunwale, but recently we found this an improvement.

1102. Captain *Sullivan*.] And that light shows right round, from beam to beam?—Yes.

1103. Are you satisfied it does show sixteen points right round from beam to beam?—Yes.

1104. You can get a light to do that?—Yes.

1105. What kind of a lantern is it?—It is made expressly for us; it is not the globe lamp; it has a back to it.

1106. Is it like half a globe?—It is a little better than half.

1107. No reflector?—We have a reflector.

1108. Captain *Harris*.] What part of a circle do you suppose your green light shows a light over?—From ten to twelve points.

1109. So that it is not readily visible by a ship approaching you on the quarter?—No.

1110. The *Chairman*.] If these lights should be established the same as steamers in sailing-vessels, to what distance do you think they ought to be carried out to sea into the Atlantic? Would you carry them at all times or not?—I should think so.

1111. Right over to America?—Right over, the traffic is so great; the number of vessels is very great.

1112. The Atlantic steamers carry them right across?—Yes.

1113. Respecting vessels at anchor, what would you suggest to show their position without any reference to Liverpool?—You know the present law is to show a bright light when at anchor?—I can see no other way better than the course we have adopted at Liverpool.

1114. That is showing two lights?—Yes.

1115. That entails the necessity of having four lanterns?—It does.

1116. We are speaking of the Swin, the Downs, and Yarmouth Roads, where there are very large fleets, 400, or 500, or 600, or 800 sail together?—I should say, decidedly, I would have the two lights.

1117. You have weighed that thoroughly, I suppose, before your recommendation to the Committee?—Yes.

1118. Would you prefer red lights or bright lights?—Bright lights.

1119. How long is it since you have adopted this regulation of having two lights in the Mersey?—January 1855.

1120. What led to that adoption?—With [reference to the "Pacific" running the brig "Corynthian" down.

1121. Is that the only cause?—There had been several collisions previous to that.

1122. Was she on the ebb tide?—Yes.

1123. Because a vessel misled her, or from some cause she did wrong, for that cause alone they altered the whole regulations of the port?—The whole body of pilots found very great difficulty in navigating the river Mersey on an ebb tide, because the light being shown forward, it was completely obscured occasionally by ropes and other things; but now we go with greater confidence since the second light has been established.

1124. There was nothing with reference to the ferry boats passing to and fro?—There were continued complaints from the ferry committees.

1125. On what ground?—That lights not being shown they had several collisions, and it did appear very reasonable they should complain. For some time the light was not conspicuously shown, or they neglected it, and let it go out; the consequence was, that the most fearful accidents occurred, and since the exhibition of the second light, they seem to approve of it very much.

1126. And you have had no collisions since?—No.

1127. How many ferries are there?—Nine.

1128. Running day and night?—No; only one runs the night through; the Woodside Ferry runs the night through.

1129. Do the others run many hours at dark in the winter?—They run up to ten and twelve o'clock.

1130. Captain *Ellerby*.] Have you very many ships now at one time in the Mersey?—A great many.

1131. How many at the most?—From 100 to 150 sometimes; we do not include the coasters.

1132. Do they carry the same two lights, the small coasters?—Yes.

1133. Do you ever find when you are going up the river, say, there are 100 or 150 sail there, and you have 200 or 300 lights, do you ever find anything confusing to the eye?—There is certainly some confusion to a certain extent; still, by having the light only raised eight

eight feet above the rail, it tends to reflect the hull of the vessel. We find it a very great advantage in not having the light too high up.

1134. Do you find any difficulty in discerning the lights afloat from the lights on shore at the dock sides?—The lights are more brilliant at the dock sides, being gas lights.

1135. You find a great difference in the intensity of light from that on board ships?—Yes.

1136. Might not the strong lights the Americans carry be taken for the shore lights?—No, we always know them.

1137. Would there be any objection to substituting red lights in place of white?—I do not think so.

1138. There would not be that dazzling effect upon the eye?—I should prefer the white light.

1139. The *Chairman*.] You prefer having them at 10 feet better than 30 feet above the gunwale?—Yes, it tends to reflect the light on the hull of the vessel, the white light.

1140. Where do they show them?—Under the fore-stay and half-way up the cap.

1141. You prefer that to their being higher?—Yes, seeing that we have some of our ships with 80 feet masts, you would not discern them.

1142. Captain *Sullivan*.] How do you distinguish now the bright light eight feet above the deck from the light of a vessel shown under-way in the river?—There is a difficulty.

1143. At the mast-head there would be a distinction?—In the small vessels, to meet the views as to the carrying the lights, they generally hoist it up the rigging; we find that a great advantage, so that it will come on a level with the large ships at anchor.

1144. You are speaking of small vessels under way; they keep a light all the time?—Yes, the river craft all carry lights.

1145. Do you find any difficulty in distinguishing between them and the bright harbour lights, the bright anchorage lights?—Decidedly not, because we can see the movement in the vessel to and fro; in the vessel under way the light moves; the fixed light when a vessel is at anchor is easily ascertained by those who have had practical experience.

1146. If that is the case, you would see no objection to the red light at anchor, with regard to its being mistaken for the red light shown on the side of the sailing-vessel; if the two bright lights do not make any difficulty, there would be no more difficulty in the two red lights?—I do not think you would see them so plain in hazy weather; we have southerly winds a great deal in Liverpool, and fogs. You cannot get that strength or brilliancy of light out of the red that you can out of the white.

1147. You see the red lights of a steamer sufficiently far off to avoid a collision, even in that hazy weather?—Yes.

1148. You do not want to see a vessel at anchor further off than you want to see a steamer under way, do you?—Well, I should prefer the white lights.

1149. And two lights, I think you say?—Yes.

1150. The *Chairman*.] Have you given your attention at all to the fog signals?—Yes.

1151. What would you suggest?—There is a new fog-horn; I am not aware if the Committee has seen it.

1152. Would you recommend steamers and sailing-vessels having the same signals?—Decidedly so; it is the best thing that could be found for the present.

1153. Do you think it equal to the steamer's whistle?—It is not equal, decidedly not; but all sailing-vessels should have the simple fog-horn.

1154. Supposing that there was a distinction made, that the steamers shall have their whistle and their bell, and that all other sailing-vessels shall have the fog-horn?—I should say that is decidedly an improvement.

1155. The coasting-vessels having no bell, it would make a distinction, and you would always know a steamer in your neighbourhood or a sailing-vessel?—Yes.

1156. And there is a horn that you consider preferable to the old cow's horn?—Decidedly so; it is a decided improvement.

1157. Of what expense is it?—From 1s. 6d. to 2s. and 2s. 6d.; it is astonishing to hear the sound.

1158. Is this a newly-invented thing?—Quite new; it is made of common tin, and blown with much ease.

1159. Is the mouth aperture very small?—Similar to a speaking trumpet. The simplicity of the thing is really beautiful; the oldest person might blow it with the greatest of ease.

1160. What is the signal for a pilot?—A large number of coasting-vessels in want of pilots generally use Hendrickson's lamp, similar to the lamp Mr. Cooke has mentioned to you, the flare-lamp. Sometimes, in bad weather, they are very anxious for pilots; they put the white light over the bow, and the way we distinguish it when they are in want of a pilot, they have a method of turning it round.

1161. Captain *Sullivan*.] Vessels use the flare-light constantly meeting each other, without wanting the pilot?—Yes; generally when they meet one another they show the torch above; the large American steamers, I have seen them do it.

1162. Do you think they might have two lights hoisted one above the other?—Yes, certainly.

1163. The *Chairman*.] If the white light was shown horizontal with the red or green, whichever side it might be, by a vessel wanting a pilot, would that do?—It would be an excellent substitute; we should then directly know the difference, of course.

1164. If it appeared ten feet apart, or fifteen feet apart?—Yes, ten feet would be quite enough; that would do very well.

1165. Captain *Sullivan*.] How would you know their two lights from a pilot-boat?—As

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to making a difference to the pilot-boats, that would be nothing; our stations are so fixed, we are so far separate from one another that it could not mislead us.

1166. Supposing another ship was coming and saw this, she would run down to her in place of a pilot-boat?—There might be that difficulty in it.

1167. The *Chairman*.] And that might lead to a serious mistake?—Yes.

1168. Suppose it was given out as a general understood thing that vessels without pilots shall show a flash of some sort or other, would that do? Have you any suggestion to make on that point?—A blue light; I can substitute nothing else but to show a blue light.

1169. Would the coasters have two lights on board to hoist one above the other; the coasters must have two bright lights beside their green and red lights?—They must show a distinguishing light when they want a pilot; all the foreign going vessels show a common blue light; many burn a blue light when they do not want a pilot.

1170. Captain *Harris*.] What distance do you run now off the station to vessels wanting a pilot?—The great difficulty is with the wind; from south-west we might mistake it for nothing but his common signal light, and we might have to regain our station seven or eight miles.

1171. Do you run any considerable distance off your station; have you no rule to confine you within a given distance?—No.

1172. When the outside boat delivers all her pilots, the next boat takes her place?—Yes; if by day we telegraph that the first boat has delivered all her pilots and reported coming home, then another one moves on.

1173. The *Chairman*.] You are not prepared to suggest anything new?—Nothing but the blue light.

1174. That would be only a recommendation, it could not be laid down as a law that they should do that?—All the steamers as soon as ever they come round Holyhead send up rockets.

Mr. Joseph Cooke further Examined.

Mr. J. Cooke.

1175. The *Chairman*.] YOU have something further to suggest?—I wish you to have the goodness to bear in mind the signals that you think will be most advisable for vessels approaching the pilot station, signifying that they want a pilot by night.

1176. Captain *Sullivan*.] We should like to have evidence on that point?—It is as to what would be the best light; considering the lights which you propose to adopt for a vessel to display that is in want of a pilot, or even the assistance of a steam-boat, or something of that sort, I would rather not make any suggestion.

1177. Is there a signal at present?—The signal at present is something of a flash light.

1178. Gilbert's turpentine light?—Yes.

1179. Others use that when they do not want a pilot?—Yes; there is only this I have to say, that whatever regulation you make it will be an improvement.

1180. Upon the present system?—Upon the present system.

1181. The *Chairman*.] If we establish a general signal for a pilot it will be with reference to the whole coast of England?—I think, on consideration, you will have very little difficulty about it.

1182. The coasters would not want pilots?—A great number are bound to take pilots; they have not confidence in themselves.

1183. Your object is that a vessel may have a signal that she wants a pilot?—Yes.

1184. That must apply to all England, we cannot make a rule for one place; if there is any signal for a pilot or assistance it must be general?—I would not wish to exempt Liverpool.

1185. What is the signal that has been used?—The single bright light; that as shown by vessels approaching the pilot station now is precisely that in accordance with the Admiralty regulations to avoid collisions; therefore any different regulation we shall be satisfied with.

1186. Do they not usually now burn lights?—Those that have them.

1187. Those that want or are likely to want pilots ought surely to take them?—There is the danger of fire with these lights of Gilbert's in using the turpentine.

1188. Captain *Harris*.] What is your instructions to your pilots at Liverpool?—We do not issue any instructions beyond the distinguishing lights.

1189. If they see a vessel approaching, or a vessel is looking out for a pilot, what description of signal would they run down to now?—The white light.

1190. The same as two vessels passing?—Yes.

1191. And they keep it up after the pilot is on board?—Yes; we are in this difficulty that we must be very cautious in introducing regulations to our pilots that are not in accordance with the Admiralty regulations.

[Adjourned until To-morrow at Eleven o'clock.]

Fourth Day.—14 March 1856.

PRESENT :

Rear Admiral Sir H. D. CHADS, K. C. B., Chairman.

Captain B. J. Sullivan, R. N., C. B.

Captain S. Ellerby, Trinity House.

Captain H. Harris, H. E. I. C. S.

Mr. R. W. Hamilton, Secretary.

Rear Admiral Beechey absent through illness.

Mr. James Whitehead; Shipmaster; Examined.

1192. The *Chairman*.] Do you know anything of this memorial sent from Shields?—*Mr. J. Whitehead.*
Yes, I have been mainly instrumental in getting it up.

1193. Do you command a collier?—Yes; I have been a Collier Shipmaster for 30 years.

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1194. Out of Shields?—Yes, the Port of Tyne.

1195. Do you consider the present system of lights established for steam-vessels satisfactory?—Yes, perfectly satisfactory; I think nothing can be better as far as signals are concerned.

1196. But you think quite the reverse as to the sailing-vessels?—Yes, I think there might be an improvement as to sailing-ships; I think it would be an advantage, and would tend to the safety of the navigation if sailing-ships could have the power of communicating to each other the tack they are on.

1197. A steam-vessel's light shows which side is towards you?—Yes, which is perfectly right, because the steam-ship is not on the tack, she commands the sea at all points of the compass.

1198. The moment you see the steam-vessel you know which way she is going?—Yes, we understand, as soon as we see the red light, that she is going to port.

1199. If similar lights could be established on board of all vessels to show the side without any reference to sails or wind, would you not equally know which side was towards you in the sailing-vessels?—I do not think that it would answer the purpose.

1200. Captain *Sullivan*.] The question is, if it has the two fixed lights like a steamer?—That would tend to a bad consequence, the fixed lights.

1201. The *Chairman*.] Place yourself in the position, that you had the same lights in sailing-vessels as you have in steam-vessels, with the exception of the bright light aloft, would not each know at the moment which way the other was steering, whether they were going to the right or to the left of each other?—Am I to understand that these are required to be continual lights?

1202. We will first take them as continual?—I believe they might be able to communicate.

1203. Would you not know the moment you saw a vessel with a green light, that she was going to your right, never mind how the wind was?—Yes, if it was so arranged.

1204. Do you not now find in summer weather that you may have two sorts of winds; that one vessel may have the wind one way and the other vessel may have the wind the other, and both of them be on the starboard tack?—In those cases the wind is generally so light that no danger would ensue.

1205. Captain *Sullivan*.] If you are meeting on opposite tacks in the day; we will suppose the wind here, you keep your wind in this vessel?—Yes.

1206. Suppose you meet at night exactly in a similar position, you would know that that vessel was on opposite tacks, approaching you, by seeing a green light?—Yes.

1207. That vessel would know, by seeing a red light, that this was on the opposite tack?—Yes.

1208. Would not that vessel know that, seeing a red light, and she being on the port tack, that she must port her helm and go under the stern of the red light?—Yes, if that was to be the understanding we should get acquainted with it; but when I see this ship here and he exhibits to me a green light to let me know that he is on that tack, I know from the bearings which side she is towards me.

1209. Would you know better than by seeing the red light?—Yes, it would confound the distinction between the steamer and the sailing-vessel.

1210. You see no mast-head light?—That is so.

1211. We will suppose that this vessel had the mast-head light of a steamer, if you saw her crossing that way, and a red light, you would port your helm?—Yes.

1212. And you would do the same with a sailing-vessel, it could lead to no error?—Yes, if we could establish that rule.

1213. If it were established that each should have the side lights of a steamer, would you not know what rule to pursue?—Yes, that is all that is necessary to be known.

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1214. Suppose two vessels running with the wind a little abaft the beam, you would have a difficulty to establish on your plan when the green or the red light should be hoisted, or when to hoist the white light for bearing away?—They would both equally have the wind so much free; if this ship had the wind two points abaft the beam, this ship would be braced up. It is my duty, as being on the port-tack, to give way to this ship; I should show a red light this way.

1215. Two points abaft the beam, how would you show a red light; I thought free you would show a white light?—She is still on the tack.

1216. Where would you draw the line; when would you decide how much free so as to show the white light, or when would you alter the plan between showing the light for the tack and the white light for running free?—I should bear away.

1217. How much; what would you call free?—I might bear away sufficiently so as to bring the wind actually right abaft the beam.

1218. There would be a point on which you would have doubt between the tack light and the free light?—In my mind not a bit.

1219. Supposing those two vessels were running free two points abaft the beam, decidedly each would show a white light when it approaches?—Yes.

1220. How would you know when you saw that white light whether the vessel was coming that way or the other way; would you have the power of knowing which way the vessel's head was, each showing a white light, both running free with the wind on her quarter?—I do not see how a vessel could be placed in such a position.

1221. Now suppose you were running down this way, we will suppose you running free, that vessel would have a red light fixed, and this would have a green, would you not know which way both your heads were?—Yes.

1222. And then, knowing that that is crossing your bows, and shows a red light, would you not port your helm and go under her stern?—I cannot see how far that light is away; that light may be close on board of me, or it may be seven miles away.

1223. Captain *Ellerby*.] There is no fear of collision when it is so far away?—No, certainly not; when we are coming close to each other, the sudden exhibition of a light communicates to the approaching ship that they are near each other, but if I carry a fixed light—

1224. Captain *Sullivan*.] We will come to that afterwards; the question is whether a green light being shown or fixed on that side so as to enable you to see which side is towards you, the moment you saw a green light would you not say she is coming across your bows in that direction? Is it not what you want to arrive at when you are crossing a steamer's bows, to show to that steamer which way your head is?—Yes, if I can communicate to the steamer which way I am going I am perfectly safe.

1225. Whether the wind is aft, or whether you are on a wind but steering north, the wind may be south-east; suppose this is a steamer coming from Hamburg, under the present system you would show a white light?—Yes.

1226. That steamer would not know whether your head was north or south, she would equally show a bright light by the present system, she would not know whether you were steering north or south by showing her a bright light, is not that the great danger?—He would know that I was a ship pursuing a north course.

1227. Why would he know you were going north? I thought that was the great difficulty that you wanted to get over; do you indicate to that steamer whether you are going north or south? If you were going north or south you would now show a bright light?—Yes.

1228. Therefore, the steamer does not know which way you go?—No.

1229. Now, suppose you show him a green light on the starboard side, always to an approaching vessel, would not the steamer immediately know your head was to the northward?—Yes.

1230. And suppose you show a red light to the port side, would she not immediately know your head was to the southward?—Yes.

1231. Suppose this vessel was a steamer running to the northward crossing your bows, and by smoke the mast-head light was obscured, still you would know by the green light that it is a steamer crossing to the north?—Yes.

1232. Supposing, without the mast-head light, a sailing-vessel had exactly the same light, would you not know that the vessel was crossing that way by the green, and by the red this way (*describing it*)?—Yes, it would answer the purpose.

1233. Supposing she saw a green light here; supposing she was running that way or that way, she would still know she was crossing your bows to starboard?—Yes.

1234. And you would know that she was crossing your bows to port, if she showed a red light?—Yes.

1235. Therefore, in either case a steamer would starboard her helm, to avoid the green light if it came too close, and would port it to avoid the red light?—Yes.

1236. Now, supposing two sailing-vessels similarly situated, would this one not show the red light to the other?—Certainly.

1237. And this one would show a green light to that?—Yes.

1238. Would they not know that they were approaching each other?—Yes.

1239. And then by seeing the other light, would you not know that you were clear of each other, and had passed?—Yes.

1240. Then do you think, supposing sailing-vessels have those lights fixed, that there could be any doubt in an approaching vessel knowing which way the vessel's head was?—No; I believe it would distinguish which way the vessel was going.

1241. Now

1241. Now, do you also see that by that plan it would not matter at all what direction the wind was in, whether she was on a wind or free, and that you would do away with all distinction between a vessel running and on a wind?—I have been so taking the other view of the question, that I am not very clear at this moment about it. Mr. J. Whitehead.

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1242. You will see what we mean; it is for you to give your own candid opinion, to see whether a vessel requires most to know, not which tack she is on, or whether she is close on a wind or free, but which *side* is towards the approaching vessel, or, in other words, which way her head is, whether it is crossing to the right or to the left; is not that the great object you have in view with two ships?—Yes.

1243. Now, we will take two sailing-vessels approaching nearly end on that way, or a sailing vessel and a steamer; that one would show a red light to this, and this one would show a green light to that?—Yes.

1244. That being a red light, this vessel would put her helm a-port to go the port side?—Yes.

1245. And they would show their red light?—Yes.

1246. But if that green was shown, they would both know their starboard sides were towards them; and if they approached too close, they would starboard in order to avoid the green light; and if they both saw the red, they would know they were passing; and if they wanted to do anything, they would only have to port their helms a little to clear each other?—Yes.

1247. You would have one universal rule for using a green and red light, both in a steamer and sailing-vessel, would you not?—That appears to be all right enough; but when you come into a crowd of ships, a great number of them beating up together, if we were to represent the sides of the ships to each other, I think it would not be so clear as it would to represent the tack we were on. If I was putting my green light to this ship here—

1248. He would know you were on the starboard tack?—Yes.

1249. You get in places where some vessels are running free, not all on a wind; how would you distinguish between the running free and on a wind? Now with it this way, on a wind, you see the red light running free across your bows, and you see the green?—Yes; I see what you mean.

1250. The *Chairman*.] With respect to a vessel on the port tack, if the tack showed a red light, and a steamer coming up on your lee-bow, seeing a red light, would say, "Here is a steamer, and I shall run into her." He would act the contrary way, seeing a red light; he would suppose that your port is towards him, instead of the starboard?—Yes.

1251. Captain *Sullivan*.] That vessel would show, on your plan, a green light on the starboard tack?—Yes.

1252. The green on the starboard side of a steamer would be the same?—Yes.

1253. Captain *Harris*.] We will suppose the ship is on the port tack, and would, therefore, as you propose, show a red light; then a ship coming up on the lee-bow would only see your red light, and consequently would go a-head of you?—Yes.

1254. Captain *Sullivan*.] A ship coming upon the lee-bow would see a red light there. Your object would be, if this was a steamer, that she should go under that vessel's stern; but in the case of a red light, ordinarily, if it was a steamer's light, she would port her helm and go across your bows?—Yes.

1255. Then, suppose a steamer going that way, and the smoke obscuring her mast-head light, and she took that light for a vessel on the port tack, by going this way (*describing it*), she would go across her bows, and go right into her?—Yes.

1256. Whereas, in the other way, she would starboard her helm, and go under her stern?—Yes.

1257. But, in the case of two vessels meeting on opposite tacks, one showing a red light, and the other a green light, the green would port her helm, and go under the stern of that, the same as in the day-time, knowing that a red light was shown on the port side of the vessel that was towards you?—Yes.

1258. The *Chairman*.] Your proposition was to show red and green lights?—Yes.

1259. Were they to be kept ready on deck?—Yes, always at hand. There was a lantern I had to send up here.

1260. Is that it (*showing a lantern*)?—Yes; the bright light is in view as it is now fixed. It should be always at hand; the officer in charge of the deck must have it. As soon as I see a ship here approaching towards me, if I am on the starboard tack, I show him the green light, and hold it up to him. If he be a sailing-ship coming towards me, as soon as he sees my green light, I purpose that he should acknowledge the seeing of my light by showing his bright light; that is all that is necessary to be known. The next thing to be considered is this, if that light is continued to be exhibited, I cannot see that ship till I am just on board of her. I ought to be able to see all the outlines of the ship in order to see what she is, and to make out her position; but let that light be constantly exhibited on board, and I do not see him at all.

1261. Do you mean the bright light?—I mean the bright light, or any other light, in fact; more especially the bright light.

1262. Captain *Harris*.] You have never been in a steamer?—Not to command one; I have travelled very often in steamers.

1263. But, supposing a steamer was approaching, you show a green light to show that you are on the starboard tack. Supposing the wind is very light, and you are just braced up on the starboard tack, the steamer cannot tell which way the wind is; to you very likely the wind would appear to be a-head, she might infer that you were on the port tack?

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—If he understood that the green light would show to him that I was on the starboard tack, instead of porting helm, he would then put his helm starboard, and go astern.

1264. Captain *Sullivan*.] Supposing that vessel was coming on the port tack, there is the wind, and you show him your red light, he sees a red light; but the wind is light, and the steamer would have the wind ahead?—Yes.

1265. She would think that you were on a wind that way; in fact, showing your red light?—Yes.

1266. In reality, you might be that way with a light wind, and she would go the wrong way?—Yes.

1267. Captain *Harris*.] By your proposition of showing a light, the steamer must also take into consideration which way the wind is, and there is the difficulty?—My mind carries me to Boston Deepes, where the colliers are beating up; here is one standing up to the south-east, and a steam-boat comes in sight; I see this steam-boat from her lights before she sees me, and I am required at present to hold up, as soon as I see her, a bright light; she has no means of knowing whether I am going to the south-east or south-west.

1268. Captain *Sullivan*.] Suppose you show him a green light over the gunnel, as you propose, to show your green light for the tack, would he not know instantly?—It would answer the same purpose.

1269. It would show him instantly that you were going to the south-east?—Yes, if I show him the green light.

1270. Supposing you show him the red, would it not show that you were going to the westward?—Yes.

1271. Would he not know instantly which way to put his helm to go under your stern?—Yes.

1272. Only in that case if you were running free and crossing his bows that way the light would answer both purposes, but if you hoisted a white light when you kept away, if you were running free, you might deceive an approaching vessel, which bow you were approaching on?—All that we can do is to communicate to the steam-boat that we are proceeding on a certain course, and we take no means to get out of the steamer's way, but we leave the steam-boat to get out of our way.

1273. As long as she understands which way your head is?—Yes. Steam-boat masters have a great objection to this bright light being shown; it is with great difficulty that they are able to make out the way in which the vessel is going, and they make up their minds to steer clear of her, but the captain of the sailing-ship seeing such a monstrous thing as a large steamer coming towards her, he frequently gets alarmed and tries to get out of the steam-boat's way, and in doing so, a great deal of confusion often occurs.

1274. You say this light dazzles the sight very much?—Yes.

1275. Still a vessel running free, showing a white light, would have all that dazzling effect, and the other vessel would not know which way her head was when she showed a bright light; she would not know whether she was four points free, or on the quarter?—As soon as the bright light was taken away I could see how far off she was.

1276. Supposing you were steaming right head to wind, and here was a deep laden collier, with a northerly wind, and you had the wind on the port quarter, and another vessel near you had it on the starboard quarter, they would both show a bright light running free?—Yes.

1277. Would a steamer know by seeing the bright light whether the vessel had the wind on the starboard or the port?—No.

1278. Supposing she saw in the one vessel a green light, and in the other a red light, she would know that the red was running that way, and that the green was running across her bows that way?—Yes.

1279. Would not that have a great advantage in the case of running free over the white light?—In the North Sea especially, if there are two or three loaded colliers running together.

1280. But they may not all be loaded colliers; in the case of running free towards you the red and green would show the way the vessel's head was, better than the bright light?—I want the light to open the communication; the lights are of no further use than to call attention.

1281. Suppose you have in your box aft, by the binnacle, or somewhere conveniently at hand, instead of the bright light a green light on one side, and a red one on the other, and instead of a bright light you show to the approaching steamer a green light, would not the steamer know that your starboard side was towards him?—Yes.

1282. Suppose you show a red light, he would know which way to go; the steamer will port her helm if one way and starboard it the other?—Yes, if it is the system.

1283. The *Chairman*.] The system would be the same with both steamers and sailing-vessels?—Some men take that view, and they say, "why make a distinction between sailing-vessels and steamers?"

1284. Captain *Sullivan*.] For running free in the way we have said, would the green or red light shown not be better than a single bright light?—Decidedly better.

1285. On a wind it would be exactly the same?—Yes.

1286. If it is better free and as good on a wind, is not that better altogether?—I believe it would answer the purpose.

1287. Would it not be similar to the steamers' arrangement, and therefore the helm would be put the same way whether it was a steamer or a sailing-vessel?

1288. Is not that an advantage?—Yes.

1289. The *Chairman*.] Do you think the colliers could carry those two lights fixed?—Never.

1290. From what cause?—We are sometimes overhead in the water, the very yard-arms
are

are under water; we cannot keep a light on board of a collier, even on the gunwales of a ship, it is rolling from one side to another and plunging. All that is necessary and all that can be done, is, we can keep a lantern with safety in the binnacle, and when we see anything approaching we can signalise to them, and that I imagine is quite sufficient for every purpose.

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1291. Captain *Ellerby*.] I suppose you could always manage to hold it over the rail?
--Yes.

1292. The *Chairman*.] It must not be seen on the opposite side?--No.

1293. If you were to see a red light from the opposite side it would create a dangerous error?--Yes, it would lead to confusion; but a lantern on this principle I can hold in my hand, and I cannot see the light I am exhibiting; it has no blinding effect on the remainder of the crew.

1294. Captain *Harris*.] Supposing you had two lanterns somewhat similar to this one on each side, could you not equally expose them?--Yes, but if the thing can be embodied in one, I think it would be much better.

1295. Captain *Sullivan*.] Could you trust people always to take the right colour and hold it out?--I would not suffer anybody but the officer of the deck for the time being to do it.

1296. Captain *Ellerby*.] But some of these very small colliers or fishermen only carry three or four hands; they might make a fatal mistake, might they not?--It requires ordinary care.

1297. Captain *Sullivan*.] The man at the helm in a very small vessel might be the person to show it, could you always depend on his turning the lamp and showing the right colour?--In the stays he might place the distinguishing light in position. As soon as I had stayed I would have the green light put forward to represent the starboard tack, and there it would remain; no more shifting would be required.

1298. If you had two lamps, one of each colour, one on the right and the other on the left, there would be less possibility of mistake?--It is hardly worth the necessity of going into the question of two lanterns.

1299. Suppose you suddenly see a vessel approaching you on each side, one running free and another meeting you on the opposite tack, with this one lamp, what would you do? If you had the two little lamps, could you not show both, one in each hand?--In that case, if a vessel is coming towards me, I can show the proper light to that vessel, and then turn it round and show the other light to the other vessel.

1300. You would turn it round first to the one and then to the other?--Yes, that might be very simply done. If I saw a ship there, and I wanted to exhibit a light till he answered, I should show him the right light, and wait for his reply; when I saw that I was observed, I should hold it to the other side, and wait for his reply; and when he replied I should be satisfied not only that I have seen both ships, but that they see me.

1301. You see a vessel on your lee-bow, and you show him, on your plan, a green light because you are on the starboard tack?--Yes.

1302. He ought to show you a red light if he is on the port tack; if he answers by a bright light, are you not to suppose that he is running free; you would have a doubt between the two?--I suppose that this ship is carrying the green light, and then I know directly from the bearing of this red light that this ship has got a little bit the weather-gauge on me. If this ship here actually has the weather, it is my duty to go astern of the port ship, and to signify to him that I will take upon myself the responsibility of keeping clear. I then turn off the green and show the bright, and then he knows that my helm is a-weather.

1303. You say with the wind a-beam, you would still keep the tack light up?--Yes.

1304. If she showed you the green light you would know she was crossing starboard; if you saw both her lights right a-head you would know she was coming end on; if you shut in the green light you would know that she was passing the port side. The difficulty you have to get over is when to show the tack light and when the white light?--I think I understand you.

1305. How would you know between the points when to haul down the one and hoist the other?--As soon as I wished this man to understand that I take upon myself the responsibility of keeping clear, I signalise to him.

1306. Then you would have a system of signals between them independently of showing the light?--It is a mere method of speaking. I mean to say that the lights which we recommend here are a system of telegraph, they answer the same purpose as if we have the speaking trumpet and spoke to each other; and that is done at one view by the exhibition of a light. I have studied the question thoroughly for many years. It is 26 years since I first had this lantern made.

1307. You have not yet given an opinion how you get over this difficulty, that the vessel is coming down with the wind on her quarter, and another, perhaps, with the wind on the port quarter, and you show a bright light on both, how is the steamer to know which way she is going?--There are cases of difficulty that will arise, and there must be a good deal left to the discretion and judgment of the officers of the ship.

1308. Do not you think that it would be very desirable if a running ship, that a steamer approaching her should know whether her starboard-side or her port-side was towards her?--It answers the purpose admirably in a steamer.

1309. Supposing the steamer is approaching a sailing-vessel, is it not desirable that if the sailing-vessel has the wind well on her quarter, that the steamer should know whether the wind is on her port quarter crossing her bows that way?--It is difficult.

1310. The *Chairman*.] The steamer wants to know whether the vessel she sees is going

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to the right or the left; is not that so?—As soon as the steamer shows the bright light it is known.

1311. No, that is the complaint that is made?—Then I do not see how it is.

1312. Captain *Sullivan*.] Would you not also have the bright light with the wind on the port-quarter?—Yes, anywhere with the wind abaft the beam.

1313. We will suppose the vessel is running that way, she shows a bright light to the steamer, the steamer is going head to wind, would the steamer know by the bright light whether she was going that way, or that way?—No.

1314. Would it not be more desirable that vessels approaching on such an angle as that, that a steamer should more quickly know which side was towards her, than if she was that way; she has less time to consider it. If you could equally show the side running that way, as well as show your tack on the wind by the red and green lights, would not that be desirable in addition?—Will you repeat the question?

1315. Suppose a whole fleet of colliers running down to the southward and a steamer meeting them, she would have a large number of bright lights to meet in every direction; how is she to know which are crossing her bows one way or another?—But suppose every vessel showed either a red or a green light, she would know that some of them were crossing in one particular way, and some the other?—Yes.

1316. Supposing they were nearly end-on, and as a rule the collier showed the red light and ported her helm, the steamer would port her helm too, and go past her?—Yes.

1317. That would be a sort of signal to a vessel approaching; all she wants to know is which way her head is?—Yes, it is quite clear.

1318. Supposing you were so nearly end-on that you had a doubt, by showing the red light approaching that way, the steamer, as a matter of course, would port her helm as she now would from a steamer, and follow the present rule; would not showing the red light to that vessel instantly cause her to port her helm?—Yes, as long as it is a general rule.

1319. The *Chairman*.] Now, in the different collisions that we hear of, does it often occur that a vessel is run into from aft?—It is very rarely indeed that a steamboat runs into a sailing-vessel going in the same direction.

1320. Have you ever known such a case?—I cannot call to mind any.

1321. You have known of plenty of other collisions?—Yes, all sorts.

1322. But do you know any case of any vessel coming up astern of another and running into her?—It must be from carelessness and wilful neglect, if such a thing does happen. I may be coming fast up with this one, and he lays a point closer to the wind than me; I try to pass him to leeward; it may be it may happen that in trying to pass, I come into his quarter.

1323. Then you have to pay for it?—Yes.

1324. Captain *Sullivan*.] A steamer coming up astern of a vessel, that vessel shows a bright light?—Yes.

1325. Supposing that a sailing-vessel showed no light aft to a steamer coming astern of her, there would be still great danger?—Yes.

1326. Therefore supposing a fixed light could be placed in a sailing-vessel, she would want to show that on her quarter as well as at her head?—If I was going this way and saw a steamer coming towards me, I should show him a light to call his attention to me. If I continue to show that light when the steam-boat is towards me, I know perfectly well that he cannot see whether it is a ship or a boat, or what it is; he can only see that it is a light coming towards him.

1327. Supposing he is coming up here, and you showed him over your starboard quarter a green light, would he not at once clear?—Yes.

1328. Supposing vessels did not use the white light aft to a steamer coming up, you would have many more collisions than do now happen; they all now show a bright light?—Yes.

1329. If they showed none at all, you would often have steamers running into the stern of a sailing-vessel?—It is hardly likely. I have scarcely any recollection of a night being so dark, that, with a good look-out, I could not see a vessel that was approaching me.

1330. The *Chairman*.] What do you take to be the usual cause of collisions?—I believe it is a want of proper vigilance, and also the compulsory blinding of the approaching ship.

1331. If the green and red lights were established, it would not have that dazzling effect?—If it were to be discontinued it would still dazzle. The steam-boat carries it continually, and therefore it distinguishes her from everything else; it is proper that she should carry it; but it would answer every good purpose in a sailing-vessel if the light was to be exhibited and taken away.

1332. Captain *Sullivan*.] We will suppose that showing a light is always necessary, it is only a question of showing the light on the side instead of the tack?—That is where I wish to make myself clear. Nothing would ever cause me to advocate a permanent light to be carried.

1333. But whatever lights are established, you say it should be shown when necessary?—Yes.

1334. The *Chairman*.] If it should be thought advisable from all the evidence that we have heard that lights should be fixed, do you think in the colliers that it is practicable to carry fixed lights forward, in the general weather that you go to sea in, or in a strong breeze?—No. They would plunge overhead in the water; we could not have a light over the bows in a collier; if it was in the rigging or any where in sight from the quarter-deck, we should be in a complete mist.

1335. Captain *Harris*.] A light properly screened, the same as in a steamer, we have no inconvenience in a steamer?—If it can be screened.

1336. The

1336. The *Chairman*.] Could they in moderate weather be carried as fixed lights?—Yes, in moderate weather they might be carried as fixed lights, but in many cases it would be quite impossible to have them there. I hardly think it would be possible to have a fixed light that would not have an injurious effect on the eyes of the crew.

1337. Having a screen to prevent its being seen, all the after-part of the lantern would be hid altogether, the light would be thrown forward, not on the ship at all?—It is quite impossible to put a light on board of a collier ship; it is almost a general rule that before we have made our passage to London we go right under water, so that we could not have a light there. I would suggest that if we cannot come to such an understanding as to distinguish the lights, that light should be strictly prohibited.

1338. You would have them show no light at all?—No, except as a signal of distress, there are so many cases of collision happen in consequence of the light.

1339. What are your views as to the present system of showing a bright light when at anchor?—The objection is expressed in the memorial which you have there, that the bright light interferes with the Trinity lights.

1340. The Trinity Board have now given a revolving light at the Nore?—I take the case of the Gull Stream light in the Downs; I suppose myself coming round the South Foreland with a south-west wind, and when I come into the Downs I find, perhaps, 200 sail of ships, and they are all at present with lights up at different elevations and different degrees of brilliancy; it is quite impossible to distinguish the Gull Stream light from the ships' lights, it is so mixed up in the middle of them.

1341. You object to the bright lights from that cause?—Yes.

1342. Is there any other cause?—Yes, because when I am approaching these lights my attention is directed to one that is very brilliant, and it may not be so near to me as I imagine; it may be very far away; I might suppose, from its brilliancy, that it was the nearest light to me; my attention is, therefore, called to it, and while I am endeavouring to avoid this one, which I suppose to be the nearest, there may be one nearer with a duller light, which I might think at some distance, but which I might come suddenly upon. I become alarmed, and I get into a difficulty.

1343. Those are two causes?—Yes.

1344. How would you prevent that?—I propose that, as an approaching sailing ship may always be seen from her expanse of canvas, and a steamer with the light, that the watch on board the ship, when he sees a light, should call attention.

1345. After you have been beating up Swin, and the men are fatigued from having had four or five hours knocking about and come to an anchor, do not they generally lay down and go to sleep?—I am afraid that the lights have had that tendency already; I know that the vigilance of the watch is not near so great as it was before the lantern was hoisted. The sailor is apt to think that the lamp is his protector. The men would lay down believing they were quite safe, because there was one man left there who would keep a good look-out, and give an alarm if anything was approaching; but it sometimes happens that the light is not properly trimmed, and it goes out. But I think that since the system of hoisting the light has been adopted, that vigilance is not so much practised as it was.

1346. Still it has had the effect of preventing accidents?—No, I think it has had the effect of causing accidents, because the approaching ship may be so deceived with respect to the light as to the distance, that she may be aboard before she knows where she is.

1347. What would you say, suppose it was established as a rule that it should be a red light by vessels at anchor, and that it should always be hoisted at least 30 feet above the surface of the sea, or 30 feet from the deck?—I should say it would be liable to the same objection that exists already to the bright light, which is, that the far away light would appear in many cases to be the nearer one, and one close upon you might appear to be at a distance.

1348. Do you think that with such a subdued light as the red light you could not see far enough?—I only know from my own experience, and from talking with experienced men who are continually navigating, that we all feel we could do better if there was no light at all; we see what sails the vessel has, we see her hull and everything, but with that light we can see nothing else; let that light be taken away, and you know at once all that you want to know.

1349. Captain *Sullivan*.] You said you would show a light to the approaching ship?—Yes.

1350. You would have in a long channel lots of vessels at anchor, you would have lots of them running before the wind?—Yes.

1351. So that almost all along the line of anchored vessels you would have a vessel showing a light of one shape or another running down?—Yes.

1352. Supposing a whole string of anchored vessels were showing lights to a whole string of running ones, would not that dazzle and puzzle you?—Yes. I can imagine a number of ships riding at anchor; it may happen that the watchman on board the ship may see one before the other.

1353. The *Chairman*.] If there must be a light at all, which should you prefer, the bright or the red?—I should prefer the shaded light.

1354. The red?—Yes, if there is to be a light at all, it should be a distinct light from a steam-boat.

1355. Not another colour?—A yellow light, I think.

1356. Captain *Harris*.] In thick weather, can you tell the difference between a bright light and a yellow?—I think so.

1357. Captain *Sullivan*.] Have you ever seen a yellow light used?—Not at sea; but I think from the rays, passed through an amber light, such as we sometimes see in a chemist's

Mr. J. Whitehead. shop window, I think that the yellow might be made distinct from all the other lights, and it is a perfectly clear light also.

14 March 1856. 1358. Captain *Ellerby*.] The reason why you object to having the white light at anchor is the dazzling effect it has on your eyes?—Yes.

1359. Would not that, with a subdued light, be much eased; supposing you had a red light, there would not be that dazzling effect with it?—I believe it would be nearly as dazzling as the white.

1360. I do not mean such a light as the steam-boat exhibits; a bright red light like that is unnecessary, but a common red light; the steam-boat's light has a strong reflector behind it?—It ought to be distinguished; at present when we are sailing among the one and the other, we do not know which is at anchor and which is under way; if we are obliged to have a light at all, it should be distinct from those that are carried by ships under way. In coming up Long Reach, in the river, in a dark night, I have mistaken one of the planets for a ship's light; the light represents nothing in distance; it may be seven miles away, and you have no more idea of the distance than if it was a quarter of a mile.

1361. Captain *Harris*.] That depends very much on the state of the atmosphere?—Yes, and the brightness of the light.

1362. Under those circumstances would not the subdued light be better than the bright?—Under the circumstances, of the two evils the subdued is the least.

1363. The *Chairman*.] Have you given your attention to fogs? What do you use on board your vessel?—On board my vessel we use nothing but the fog-horn.

1364. You have no bell?—I have not a bell, and many of the ships have not.

1365. What do you say to all sailing-vessels having the fog-horn?—That would do.

1366. What sort of a horn have you; a common cow's horn?—A tin horn; it is a very poor affair generally in the service, but there is not one of the sailors who cannot produce a noise from it.

1367. Do you think it is desirable that all sailing-vessels should have the horn, and that all steamers should have their bells or their whistle? It is only to say that they are in the neighbourhood, and not to tell each other what they are doing?—Any sufficiently loud noise would do, I really think it would be not at all difficult to make the sailing-ship going before the wind, or a steam-ship, be represented by one peculiar kind of noise.

1368. And another for the other tack?—Another for the tack. My suggestion is, that it is necessary that a ship should have a bell.

1369. We do not want to increase the expense, especially in such small vessels as coasters and fishermen?—I think one might be made from common gun metal which would be sufficient for all purposes, and not very dear; the watchman's rattle is a very good thing.

1370. Captain *Sullivan*.] You now only have the horn to let a vessel know that you are near?—Yes.

1371. If a steamer always sounded her bell, or used her whistle, and never used the horn, would not that be a rule that would lead to a clear understanding?—Yes, certainly; the steamer should make the noise peculiar to itself.

1372. Captain *Ellerby*.] Do you command a ship at present?—Yes, I am the master of my own ship; the last two or three voyages I have not been commanding her myself; my mate has been with her.

1373. What tonnage is she?—195 tons.

1374. Do you think by any possibility you could establish lights on the sides of such a ship in the coal trade?—I think it would be quite impossible.

1375. Captain *Harris*.] You do not think you could carry them sufficiently high up?—It might be carried half way up the main rigging.

1376. Could it be carried under the bulwark?—No, it could not be done; we are loaded within two or three feet of the water, and both gunnels are frequently in, and the sea comes right over the bowsprit and everything. That is the case not only with ours, but with all sorts of deep laden ships.

1377. Do you think if they had coloured hand-lanterns that they could be kept in?—Without any difficulty, because if it is on the quarter-deck there might be a little shelf to put it on; abaft the companion somewhere it might be kept, but I think anything else would lead to evil.

1378. Captain *Sullivan*.] Supposing in large ships which are not so much under water and which could carry the lights, that they should do so, and that the small vessels should show them occasionally, making the responsibility rest with the master of the vessel to show it if she did not fix it; I mean leaving it quite optional, but saying if you cannot fix it you must show a green light on the starboard and a red light on the port side; do you see any objection to that?—No, I do not see any objection, but I do see an objection to any ship except a steam-ship having a constant fixed light. I am quite sure that nothing can be done to benefit the service till the fixed light is prohibited.

1379. The *Chairman*.] You do not object to it in the steam-vessel?—No, that is perfectly right.

1380. Captain *Sullivan*.] Suppose the screw-collier that now carries her two side lights let her steam go down, put out her mast-head light and went on under sail, and then became a sailing-vessel?—If she was not in a position to require the conditions of a steam-ship, he would be quite wrong in carrying his two steam-boat lights.

1381. Under the present system he would put them all out?—Yes.

1382. But if he put out his mast-head light the moment he ceased to be a steamer and her side lights showed round to the quarter, what objection could you have to that?—I do not see any objection.

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1383. Your only objection is the confusion created by a number of lights?—Yes, sometimes there are 500 sail of ships in a space of a few miles. In our practice we endeavour by all means in our power at sea to exclude all light; we will not even suffer a man to smoke a pipe on the fore-castle, because he catches the eye, and I know that the whole of those men who have charge of steam-boats have a very great objection to anything in the shape of light in a sailing-vessel.

1384. The *Chairman*.] We have had a number of pilots here who have given their opinions, and they are all in favour of lights?—I speak from my experience.

1385. Captain *Sullivan*.] In a deep-laden collier, supposing you had a little box or some contrivance fixed on the gunnel, or outside the gunnel, so that in fine weather you could put your light in and leave it there, and could still take it in and show it by hand when the weather was too bad to keep it there, would a contrivance of that kind, do you think, stand on your gunnel, or would it be liable to be washed away?—It would be liable to be washed away unless it was made very firm and strong.

1386. Do you often find your bulwarks washed away?—Yes.

1387. Supposing a board was fixed a little higher than your bulwarks, something like the wash-board on the quarter-deck in many colliers, a strong and stout board, a few feet long, fixed abaft the rigging, or far enough out, would that be a thing that would stand?—After we pass the main-rigging it would do.

1388. A light placed outside that would show ahead in many cases, you are so nearly straight sided?—Yes.

1389. If you had a board of that kind always fixed, and had to show a light on the right side outside that board, or in ordinary weather to hang it on by a couple of clamps to keep it there, do you see any objection to that?—It is practicable; it may be done.

1390. Leaving it optional to hang it there in fine weather, and to take in and put it in your binnacle when you think it would not be safe to keep it there any longer; do you see any objection to that?—No, I think there is no difficulty in having the light so placed.

1391. You think that all small vessels and colliers could have a board fitted that way, so that there would not be much fear of its being washed away?—It would not be difficult.

1392. Abaft the rigging in most colliers, there would be no difficulty in that light being seen ahead, from their being nearly square?—No, that is the proper place.

1393. Captain *Harris*.] You do not object on the score of expense?—No.

1394. Captain *Ellerby*.] You would have the board fixed to the roughtree?—Yes.

1395. Captain *Sullivan*.] There is the top-gallant quarter-board, that would do?—Yes, we pass it right through the main rigging to the gangway.

1396. Those that have not a gallant quarter-board, their quarter-board would answer the same purpose?—Yes, it might be put on a catch.

1397. And you would not fear to place it on to that quarter-board, the sea would prevent you having any construction outside?—No, that would be perfectly safe.

1398. And do you consider that would be the best place?—Yes, if a light is to be carried.

1399. Would the lee clew of your mainsail, if you were on a wind, interfere with that?—We haul the main sheet exactly in about where you are proposing to put this.

1400. And does the clew of the sail come below the edge of that?—It occasionally blows out.

1401. The clew of the sail itself comes as low as the quarter-board?—Yes.

1402. On the lee side it might prevent the light being seen ahead?—Yes.

1403. Does the foot of your mainsail come very close to the rail?—It comes six or eight feet above the deck, or perhaps ten feet.

1404. How would it be just before the rigging on the gunnel?—There the foot of the main-sail would be high enough not to touch it?—It might come into the middle of the main-rigging.

1405. And there the plates of your rigging would help to support any structure there, and protect it?—Yes.

1406. Do you think it is clear enough from the sea to stand?—The sea would not touch it, except on extraordinary occasions.

1407. Supposing you had a little raised roughtree, something like your quarter-board, carried on as far as the foremast shroud, and the lantern was hung between the two shrouds, would that be clear of the main-sheet?—Yes.

1408. Supposing in the colliers it was left to the master of every vessel to adopt the best plan he could for fixing his light, or the best place for showing it, do you think they would have any difficulty in overcoming any little obstacle about the sail?—Not a bit.

1409. Have you any experience in meeting vessels in tow of steamers?—Not much, except the narrow entrance of the Tyne.

1410. If a vessel was in tow of a steamer, should you consider it desirable that she should carry lights the same as a sailing-vessel to show how far astern she was?—No, I should have the same objection; the steam-boat, of course, carries his light; the addition of a light to the vessel in tow would not make it better.

1411. Captain *Ellerby*.] But you do not object to a ship that is towed showing the same lights?—There is no special objection to the towed ship having a light.

1412. Captain *Harris*.] It would be a great preservation if she did carry a light, there would be less chance of running into her?—As I said before, a light is the cause of all accidents.

1413. Captain *Sullivan*.] If a light is the cause of all accidents, why do you propose that three lights should be used?—They are telegraph lights, lights to call attention, and not

Mr. J. Whitehead. lights to exhibit the ship; they are mere lights to open the communication between the ships.

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1414. Captain *Ellerby*.] Your objection is to continuous lights?—Yes; if we could understand each other, we should be quite as safe at night as in day.

1415. Now in Sunderland Roads, when a number of ships are waiting tide there, do they bring up?—Yes, and anchor.

1416. Do they show lights?—Yes.

1417. Would you rather they did not?—Yes, decidedly; there is not a sailor in the world that would put a light out with any expectation of increasing his safety by it; on the contrary, he knows it is increasing his risk.

1418. Captain *Harris*.] Suppose you are, as Captain Ellerby has suggested, at anchor, a fast steamer coming over the tide among a fleet of colliers, coming in, we will say, with the mails from Rotterdam or carrying despatches, do not you think she would like to see a light?—Yes, one light, if it was only one ship; but if there are 20 or 50 or 100, he would be sailing in confusion; he is sailing in a mass of light in which he distinguishes nothing; he may be apt to be on board of one in trying to avoid another.

1419. Captain *Ellerby*.] Did you ever know these ships' lights to be taken for harbour lights?—No, I never knew of any instance.

[The Witness withdrew.]

Mr. William Simpson, Master of a Shields Collier, Examined.

Mr. W. Simpson. 1420. The *Chairman*.] ARE you in command of a collier?—Yes.

1421. How long have you been so?—For 11 years master of a collier, 14 years in the coal trade.

1422. What is the size of your vessel?—Two hundred and fifty tons register.

1423. Are you one of the persons who signed this memorial from Shields?—Yes.

1424. What do you think is the principal cause of the collisions that we hear of?—We attribute the principal cause at present to the existing bright lights exhibited by ships in all positions now, they tend to confound us so much.

1425. You cannot tell which way a ship is going?—No.

1426. Your proposition to remedy it is, to show a red and a green light?—Yes.

1427. According to the tacks you are on?—Yes.

1428. How do steamers designate theirs?—The green light on the starboard, the red on the port, and bright amidships.

1429. Did it ever occur to you that if sailing-vessels did the same, they would know which way they were going?—To represent the tack.

1430. To represent the sides of the vessel without reference to wind?—It might have a good effect.

1431. To show that if you see a green light you know she is going away to your right?—Yes.

1432. And if you see a red light, whether close-hauled or not, you know she is going away to the left?—Decidedly.

1433. Which do you think would be preferable, that the lights in the steamers and the sailing-vessels should be alike, excepting the white light which the steamer carries, or that the green and red lights should show the tacks which sometimes might quite mislead a steamer?—I think the tack.

1434. Captain *Sullivan*.] Have you ever thought of the sides before?—Yes; on the coast we are in so many different positions, we are so much beating to windward.

1435. The *Chairman*.] Would you not immediately know which way the vessel's head was going; the moment you saw a green light would you not know there is a vessel going to the right?—Yes.

1436. That is all that you could do by showing a light for the tack, is it not?—Yes, that is all; if the ship on the starboard tack showed the green light, and the ship on the port tack showed the red, it is the duty for the ship on the port tack to bear up. According to Captain Whitehead's proposed mode of communicating to each other, he shows merely a bright light; and then the lights are taken down, and the ships are both in sight.

1437. Supposing that should be done, in the same way you should show your green or red light, whichever side you see the vessel?—Yes.

1438. If I see a vessel on my starboard side I show a green light?—Yes.

1439. As long as she had any part of her starboard side towards you, you would know that she was passing to the right if a green light?—Yes.

1440. You would not know that if it were according to tacks, because the moment you go free you are going to change the light, and you show a bright light?—Yes, the moment you go free you show a bright light, or if you put your helm down it is to reverse the lights.

1441. Would it not be the same thing if you were on the starboard tack; would you not show your green light to the steamer; you put your helm down, and your head goes round, and there is your red light?—Yes.

1442. Captain *Sullivan*.] You see this (pointing to a small diagram). We will suppose that is a sailing-vessel, and she has two lights, the red and the green, there; you are meeting on this tack; that vessel will show a green and this the red on the port side. Would you not know at once that the one showing the green light was going this way?—Yes.

1443. You would see that green light, and would know she was standing towards you?—Yes.

1444. Or

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1444. Or else you would see the red?—Yes.
1445. You would know she was standing towards you in some direction?—Yes.
1446. That one would know that this, being a red light, was also crossing her bows?—Yes, he would reverse his light.
1447. When they are past this, one would see the green and the other the red?—We ought to know that we are going clear before we pass each other.
1448. If you show the light for the tack, you would mean that the vessel showing the starboard tack keeps her wind?—Yes.
1449. The one that shows the port tack keeps away and goes under her stern?—Yes.
1450. Would it not be the same if you saw the red or the green on the side instead of the tack, if it was always fixed on the port beam, would this one, seeing it, know that she was crossing on the starboard tack?—Yes.
1451. And she would pass under the stern of the vessel that showed the red light?—Yes.
1452. Now suppose the wind this way, this vessel would show the green light and that the red, and you would reverse it, and again you would go under the stern of the vessel with the red light on every occasion?—It is not always practicable to do that in a large fleet of ships where there are many vessels riding; besides, it is not always practicable to alter your course in any way.
1453. This man would know it was his duty, as long as he knew that vessel was on the starboard tack coming towards him, whether he knew it by the starboard tack light or anything else, he would do the same thing as long as he knew that was the way her head was?—Yes, that is where the difficulty lies now, to know the position of a ship.
1454. To know which way their heads are?—Yes.
1455. It comes to the same thing whether you have tack or side light; they are equally clear?—Yes.
1456. Now we go to the question of keeping away and showing the bright light which you propose; by your plan you are going to show a bright light running free?—Yes.
1457. In what direction of the wind would you cease to show the coloured light, and show the bright one?—When she went by the wind, if we had the wind a point free.
1458. This vessel is on the wind, and that one is one point free, you would show a bright light?—Yes.
1459. How would this vessel know whether she was going that way, or whether you were not going before the wind; in one case you might be crossing this vessel's bows on a wind, and the other that way, she would not know a bit?—It is the duty of this ship to keep clear away.
1460. Supposing you had these two fixed lights without any bright light at all, and you had kept away one point, you would still show the green light; this vessel would know you were standing towards her?—Yes.
1461. If she saw two lights, she would know you were standing right towards her?—Yes.
1462. If she saw the red, she would know she was crossing your bows to leeward, and would clear?—Yes.
1463. In this case the bright light might lead to error crossing that way or that way?—Yes.
1464. But if she saw the green light, she would know at all times her head was slightly that way, and if she opened the red, she would know she was running clear, and would have nothing more to do?—Yes.
1465. In that position the two lights on a wind would do for running free?—Yes.
1466. Now suppose you are steering with a northerly wind in a running collier with a full cargo, and the steamer is steaming to the northward against the wind and running clear, or might be bound over to the Dutch coast, in either case, with the wind on the quarter, you would show a bright light?—Yes.
1467. Might a steamer be deceived so that she would not know whether you were going that way or that way?—That is the existing difficulty.
1468. Supposing the green and red lights are shown on the collier's two sides, if running that way she will see the green light?—Yes.
1469. And going that way the touch of the steamer's helm will clear the starboard side?—Yes.
1470. And so with the red the other way?—Yes.
1471. We will suppose a steamer is coming up with the wind the same way, no matter whether the collier is on a wind, their seeing her this side will clear her?—Yes.
1472. Whether the wind is a-beam or not, as long as that red light is in sight on the sailing-vessel's side, the steamer will know that the sailing-vessel is crossing her bows this way?—Yes.
1473. Will not the red and green do as well on a wind as free?—Yes.
1474. And save a white light altogether?—Yes, that seems to me to point out clearly what I have often thought of, the captain of a steamer says "Always keep your course, we know which way you are going."
1475. Now by your proposal to have a bright light running free, the steamer would be in doubt which way she was crossing?—Yes.
1476. But if she had the green light on the starboard side she would see she was crossing that way, and if that vessel had shown the steamer a green light over the starboard bow would not the steamer have starboarded her helm?—Yes.
1477. And does not that guard against the danger of the two approaching each other?—Yes.

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1478. A steamer might be deceived by the tack but could not be deceived by the side. Supposing that vessel was on the tack with the wind south, you are standing in west-south-west with a light breeze, a steamer is coming up very fast, might she not think the wind was right a-head?—Yes.

1479. Might not the steamer think there was a fresh breeze a-head?—Yes.

1480. You would show a red light because you were on the port tack?—Yes.

1481. He would think the wind was a-head?—Yes.

1482. Then he would think your head was that way because he would feel the wind in a different way to what you did, is not that possible?—Yes.

1483. Supposing that collier had a side red light, could the steamer mistake which way he ought to go, to go under her stern?—No, and if the wind is so light as that, the steamer could very easily go clear.

1484. Would it not guard against the possibility of mistake knowing which way the vessel's head was?—Yes.

1485. And is it not the way the head is that you want to know?—Yes.

1486. More than the tack?—Yes.

1487. You have seen it now all ways but one, and that is the vessel steering south and a steamer going north, the vessel seeing her so near a-head that she was in doubt which to show, the green or the red. Supposing the lights were shown by hand, and that she was in doubt which way, as a rule if she showed the red light over the bow it would say to the steamer "port your helm"?—Yes.

1488. And that keeps to the present rule?—Yes.

1489. The *Chairman*.] That assimilates the two, the steamer and the sailing-ship?—Yes.

1490. Still the steamer is to get out of the way of the sailing-ship?—Yes, it is a general rule, and the steam-boats always adopt it. I have one of those distinguishing lanterns myself. I am not allowed to use that lantern. One night I was coming up with a fresh wind, and a steamer came near me; I could hear the captain calling out, "port, port, port." I just took the green light and I heard him say, "stop her."

1491. Captain *Sullivan*.] This is the very case in point?—Yes.

1492. Suppose this rule was established, that every vessel should show to a vessel approaching her starboard side, a green light, would it not show every steamer which way to go under her stern?—Yes.

1493. Must it not be the steamer's fault if any accident happens?—Yes. The occasion I was talking of was a hazy night; he could not see which way the ship was going, and according to the present rule he ported his helm.

1494. The *Chairman*.] Do you consider it desirable that these red and green lights should be fixed lights when it was practicable?—No, I think not. The less light the better, that is my opinion, on board of a ship at night time, only when it is wanted.

1495. Supposing they are properly screened as they are in steam-vessels, you do not see anything of the light inside?—No.

1496. But if it was practicable to carry it in all vessels?—It would be a very difficult thing to get those lights fixed on board of a loaded collier.

1497. Yours is a large collier?—Yes, one of the largest of them.

1498. Could you do it in your collier?—In fine weather I could.

1499. Captain *Harris*.] In moderate weather?—Yes.

1500. The *Chairman*.] In rough weather could the lights be carried abaft?—No, not on board a collier.

1501. Your topgallant quarter-boards, could it not be carried, if fixed on those boards, outside, not showing it on the other side?—They might be carried at the after end.

1502. What lanterns would you propose if they must be shown by hand?—A simple lantern with three faces.

1503. With three faces, is it not liable to error; you may be trusting to a boy?—It must not be trusted to a boy.

1504. Would it not be so in the small colliers where there are not more than four or five hands on board?—There is either a master or a mate, and it is a very easy matter for them to use it.

1505. Do not you think it would be more certain if you had a light on those occasions when you could not have them fixed, if you have one on each side, so that there should never be a mistake; the green on the starboard and the red on the port, to be taken out and shown?—I would recommend that very much.

1506. Captain *Sullivan*.] Supposing the man at the helm has nothing to do but to catch up the green or the red, whichever is wanted, would it not be less liable to mistake?—Yes.

1507. In showing the light a-head, or on one bow, it would be important not to show it to a vessel on the other bow?—Yes.

1508. Supposing a screen of this sort, would enough attention be paid so that that light should not be seen on the opposite side?—I would have it all screened but one side.

1509. That would show a light three or four points each way?—It would be very faint, but it might be very easily managed.

1510. Supposing such a light was established, but that it was made optional with the master of a vessel, if he found he could carry it outside, he might fix it there, and in bad weather take it in?—Yes.

1511. Do you think in your vessel, supposing there were a couple of hooks to hang a light over on your quarter-board, that you would not carry a light there in ordinary weather?—Oh, yes.

1512. And as long as it was made optional to show it, or fix it, if it was compulsory to show

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show the light when necessary, would it not as often be hung outside as inside?—If these lights were fixed on the quarter-board, in many cases, it would not be seen far enough in the after-part of the ship.

1513. About the main-rigging, just before the clew of the mainsail, because your clew of the mainsail would hide it; a collier is as broad there as she is anywhere?—Yes.

1514. How far would a light have to project beyond the quarter-board to enable a vessel to see it right a-head?—That is where I see the difficulty; it would have to go a long way out.

1515. As long as it is seen in a line with the ship, clear of the fore-chains, that is all that you want?—Yes.

1516. Is there much difference between the fore and main-chains?—No.

1517. It would only require so much distance, whatever it is, to be put out?—Yes.

1518. About what would be sufficient?—About a couple of feet.

1519. Are you as much narrower as two feet at the main rigging than the fore?—There are many of those old fashioned ships very broad forward; there are many North American built ships in the coal trade, they are narrow straight vessels.

1520. Do you think anything could be fixed from one to two feet clear of your quarter-board that would stand the sea?—No, because when you are working your mainsail the mainsheet comes aft.

1521. Supposing the quarter-board had a break in it, so that the two parts of the quarter-board formed a screen, and a man put his arm down through this break, and held the light outside, forward or aft, could he not easily show it right a-head, while the quarter-board would prevent its being seen on the opposite side?—Yes, that is the way we generally hold the lights; we generally use those small policemen's lamps; we find they give the best light; we have to hold it right over the quarter-board.

1522. The *Chairman*.] How far do you see those policemen's lamps?—We see them a great way.

1523. By one of those you can see far enough to avoid a collision?—Yes.

1524. Supposing we were to say in all vessels of 300 tons they shall always be carried, unless the weather prevents it?—Yes, if it is not possible to be carried to be shown by hand, as the case may be.

1525. In moderate weather they shall be carried fixed at all times, but in rough weather these lights are then to be shown occasionally on meeting a vessel, to be kept constantly on deck ready for service, on each side of the companion or binnacle?—Yes, there could then be no fear of any mistake, if they are kept on each side of the companion.

1526. Captain *Sullivan*.] In a little box on the quarter?—Yes, one on each side.

1527. Supposing vessels had no quarter-boards, but that wherever the lantern was required to be shown, a little short board, say three feet, was required by law to be attached to the roughtree, to show the light, so as to prevent its being seen by vessels on the opposite side, do you see any difficulty in small vessels having a board that would stand; can it be easily fixed outside the roughtree rail?—Not very easily.

1528. It would be liable to be washed away?—Yes; I do not think there is the least fear of the light being shown to vessels on the other side.

1529. You think it could be left to the people on board to take care?—Yes.

1530. When nearly a-head, a person going forward with a lantern, showing it nearly a-head, could any board be fixed by the fore-rigging, so that a person running forward to show the light could keep it from the opposite side, because it is important that it should not be seen on the opposite side?—I am aware of that; I do not think anything could be fixed on board of a collier.

1531. Not on the gunnel?—No.

1532. Have you all windlass-bitts?—Yes.

1533. Is that higher than the gunnel?—Yes.

1534. Do you think a strong fore and aft board, to mark the length of whatever the windlass-bitt may be, up to three or four feet, could be attached so that it might be clapped on that, and so that it would be screened from the opposite bow, would it be liable to be washed away then?—No; it would be a very good place to show a light.

1535. Supposing in any regulation of the kind it was left to the masters of the vessels to provide the best means, but positively to provide some means by which, whether a light was shown a-head, a-beam, or quarter, or nearly aft, it is not shown to the opposite side, no master of a vessel would have any difficulty in finding such a place?—There would be no difficulty in showing the light.

1536. Captain *Ellerby*.] When you are speaking of the bitts, do you mean the side bitts?—Yes.

1537. Captain *Sullivan*.] It is about two feet broad?—Yes.

1538. A board could be strongly fixed to that?—Yes.

1539. A little board might be had to project a foot before it if necessary?—Yes.

1540. Suppose a little stand just fitted for the lamp was securely fastened, the windlass-bitt alone would ensure that being seen a-head, would it not?—Yes.

1541. The *Chairman*.] It would not blind the people's eyes?—No; only shown when required.

1542. Captain *Sullivan*.] And if a person preferred having any place in which he would fix his light there, to save attending to it, and if the screens could be put so that it should show all round, he would have his side light all in position, would he not?—Yes.

1543. They might contrive a place where it could hang, and show it in ordinary weather, and only taken in in bad weather, making it optional with them?—Most of those little

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1544. Captain *Harris*.] We only doubt whether that (*pointing to a small lamp*) would show far enough ; you say it would ?—I think it would ; it might be made a size larger. I would say a lantern with a reflector as large as that (*pointing to a larger one*).

1545. The *Chairman*.] With respect to ships at anchor, what do you think ; the present is a white light ; is that a satisfactory light ?—Not at all.

1546. What do you recommend as to that ?—It is necessary that the ship riding should have some sort of light, on account of the steam-boats, or that we should have a better mode of keeping anchor watches, and a fine put on the sailors when neglected.

1547. Captain *Harris*.] You are obliged by the Admiralty regulations to show a light when at anchor ?—Yes.

1548. The *Chairman*.] After a hard tide's work, for five or six hours, if you had no light up at all, and it was left to show an occasional light, do you think the watch would do it ?—If there was a little punishment, or a fine levied on them, that would make them do it. That would be the best thing for vessels at anchor, to show a light occasionally when any vessel is approaching.

1549. Not to have a constant fixed light ?—No.

1550. If it is determined that the light is to be shown as at present, would a red light or the bright light be the best for a vessel riding at anchor ?—It would not have to be red on any account.

1551. Why ?—I should say either bright or yellow.

1552. Have you ever seen a yellow lantern up ?—No, I never have.

1553. Captain *Sullivan*.] Do you find now that a vessel showing a light under-way, and a light hoisted, deceives you ?—Often ; there are some ships have the light at the top-gallant mast-head, some at the topmast, some just over the bows, some have them one way and some another.

1554. Captain *Harris*.] None of them carry them at the foreyard arm ?—No.

1555. The *Chairman*.] If there were no lights at all used by vessels at anchor, should you not have more collisions than you have at present, trusting to their showing a light when you came near ?—Really, I do not know that ; I cannot answer that question. We used not to have so many collisions before the lights came up. I would only have a light to be shown in a ship when riding ; a great number of lights tends to confuse a great deal.

1556. Captain *Sullivan*.] If you had a coloured or subdued light, would you not see the near vessels only, and not the distant ones ?—Yes, if those lights were all about equal strength there would be no difficulty. If there was to be a pattern lantern, it would be the means of lessening the difficulty when you are among ships at anchor ; the lights are of different kinds ; one has a horn lantern, very dull ; another has a very bright one. If they were all near one strength, so that you could judge the distance of a vessel from you, it would be better.

1557. They would dazzle you less than bright lights ; if it was to be 30 feet high, or where best seen, would that in any way clash with the red light shown from the side of a vessel under-way ?—That is where there might be a little difficulty.

1558. Supposing these red and green lights to be established, and the bright lights left for the anchorage lights, would not the bright light of a vessel at anchor, and the red and green of two vessels under-way, be liable to be taken for a steamer's lights ?—It might be.

1559. But if the bright light was reduced solely to a steamer's mast-head light, and no other bright light could be seen in a roadstead, or anywhere on the ocean, would not that make things much clearer ?—Yes, I should say it would ; we never, at present, can be mistaken in the way, we never can take a ship's riding light for a steamer's light.

1560. But supposing a sailing-vessel and a number of colliers in the Channel were showing the green and red to their sides, then might not the bright anchorage lights with them cause a confusion between them and steamers' lights ?—Yes.

1561. But if there were no bright anchor-light, and a bright light only at the steamer's mast-head, would it not remove all that difficulty ?—Yes.

1562. The *Chairman*.] Have you given your attention to the fogs ? What would you do in a fog ?—I am sure I do not know.

1563. Have you a bell ?—No ; I have a horn.

1564. Do you think it should be established that all sailing-vessels should have the horn, and that steam-vessels should have the whistle or the bell ?—Yes.

1565. So that you would know which of them was in your neighbourhood ?—Yes, if anything could be got up according to Captain Whitehead's method of telegraphing ; the bells very often get stolen.

1566. It would be a constant expense ?—Every collier now, if they have a bell, it is kept below when a ship is in harbour, and hung up by the main-stay when the ship is at sea in foggy weather.

1567. Do you think that would be worth attending to as a regulation ?—Yes.

1568. To show the difference between vessels, and that you shall have something like a signal between each other ?—Yes, it ought to be attended to.

1569. Captain *Sullivan*.] Supposing two small lanterns for the collier were established, and one a round light, to show all round for a mast-head light, all made as cheap and of a pattern as could be got ; do you think the expense of those three would be an objection to the coasting trade at all ?—Not at all.

1570. The *Chairman*.] The cost would be about a shilling a night for the oil ?—It costs the same now for the oil, or very nearly.

1571. As to the collisions that take place, do you know of any that occur from ships running up from astern?—No, never. I never knew a steamer run into a ship's stern not coming up on the same course.

1572. Captain *Sullivan*.] A vessel seeing a steamer coming up astern, always shows her a bright light?—Yes.

1573. Supposing she showed no light, there would be danger if the steamer is going much faster?—There is not that danger, because they can always see a steamer.

1574. The vessel at present shows a light to the steamer coming up astern?—Yes.

1575. Supposing a vessel going two knots an hour and a steamer ten, the sailing-vessel showing no light on her quarter or astern; if the sailing-vessel only showed a light a certain point round the compass, the steamer might run into her?—I do not think there is danger, they always see the reflection of the binnacle light.

1576. The *Chairman*.] You have never known such a thing to occur?—No; we would do so if we thought he was going to hit, but I never knew a case where it had been done. We have always found, when a steam-vessel is coming up, they are sure to see the reflection of the binnacle light.

1577. Or there is time to hail?—Yes.

1578. Captain *Sullivan*.] Colliers are often becalmed?—Yes.

1579. And the law is, that they shall show a light in any direction to an approaching steamer?—Yes, but I cannot see any danger.

[The Witness withdrew.

Mr. *John Brodie*, Master of a Shields Collier, Examined.

1580. The *Chairman*.] Do you command a collier?—Yes.

1581. Did you sign this memorial?—Yes.

1582. How long have you been in charge of a ship?—Eight years.

1583. What is the size of your ship?—Three hundred and fifty tons burthen.

1584. Captain *Ellerby*.] How many tons register?—Two hundred and thirty tons register.

1585. The *Chairman*.] You have proposed red and green lights in your memorial?—Yes.

1586. Have you weighed in your mind whether they should be shown the same as steamers, to show the side of the ship or the tack?—I would propose for the tack.

1587. Have you considered what the effect would be, the difference between the tack and the side?—Yes.

1588. Your object is to know which way the vessel is steering, is it not?—Yes.

1589. Whether going to the right or to the left?—Yes.

1590. Would it not be shown equally well, or better, if the red or the green light should be shown from the side which is next to the vessel you see?—I dare say it might answer a very good purpose, if possibly it could be done.

1591. Supposing the rule should be that a vessel seeing another on her starboard side shall show a green light, would not that vessel immediately know that the other vessel was going to the right?—She certainly would.

1592. And if she shows a red light, without any reference to wind or sails, would she not know that she was going to the left?—Yes.

1593. Whether she was on a wind or going free?—Yes; she would know what tack she was going by the colour of the light.

1594. We have done with the tack; you would want to know the side; if you saw a green light would you not know immediately that that vessel was going to your right?—Yes.

1595. Captain *Sullivan*.] This is the vessel (showing a small diagram), and you are meeting her here; you would immediately know which way she was crossing your bows by the green light alone?—Yes.

1596. And that is what you wish particularly to arrive at?—Yes.

1597. If you were in a sailing-vessel your red light would be here?—Yes.

1598. You would know which vessel was on the starboard tack, and the one showing the green light would port her helm to go under the stern of that?—Yes.

1599. Would that answer all the purposes, on a wind, that you expect to derive from the coloured lights?—Yes, by my seeing this green light I would know the tack the vessel was on.

1600. Taking two colliers on a wind, meeting on opposite tacks; according to your plan the tack would be shown?—Yes.

1601. And this vessel would know that the other was on the starboard tack, near her, and would port her helm and go under her stern as in the day?—Yes.

1602. So that on a wind there would be little difference between the two sailing-vessels?—Yes.

1603. But suppose this one was on a wind, and she sees a vessel here, three points free, that vessel by your plan would hoist a white light?—Yes.

1604. How would this vessel know whether the vessel with the white light was coming that way, or running with the wind east?—I do not know, unless the coloured light would show which tack.

1605. In addition to the bright?—Yes.

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1606. Supposing

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1606. Supposing he saw the green light there, only one, without the white, he would still know he was crossing his bows a little, although running three points free?—Yes, all that is correct enough. In a fleet of colliers sometimes there are 400 or 500 sail together, and so many constant lights would confuse.

1607. We will suppose them only shown by hand, for a moment, in the way you propose to show your tack light; this would have the same effect?—Yes.

1608. On a wind?—Yes.

1609. And running free; would there not be the advantage you would have whether she was running a little that side to you or that (*describing it*), because you would see the green?—Yes.

1610. While, with your plan of the white light, you would not make out which way she was going?—No.

1611. A steamer here would see by the sight of the green or red which way that collier was crossing?—Yes.

1612. But by a single bright light she would not know?—No.

1613. The same proposal of lights, the green and the red, would answer free as well as on a wind?—Yes.

1614. To show the way she was steering?—Yes.

1615. The white light never being shown would be a distinction between the steamer with the mast-head light and the red and green of the sailing-vessel?—Yes, that would be the difference.

1616. Is there any objection to the side of the vessel being indicated that way, by always the same light being shown by the same side, in preference to the three you propose?—I cannot see that it would make any difference.

1617. Except that running free it would do away with possible error?—Yes.

1618. The *Chairman*.] It would make the same rule apply to steamers and sailing-vessels?—Yes.

1619. Still the steamer would be bound to get out of the way of a sailing-vessel?—Yes.

1620. You enable her to do so by telling her which way you are steering?—Yes.

1621. Captain *Sullivan*.] Supposing a collier is running south, and a steamer steering north; if you show two fixed lights you see both?—Yes.

1622. And the steamer would have no difficulty to port her helm, it being her place to get out of the way?—Yes.

1623. If she saw the green light she would starboard her helm and go clear, because she would show her which way the vessel was crossing her bows?—She ought to do so.

1624. Supposing they were running in opposite directions, and the sailing-vessel running down was to show the red light, would it not say to the steamer "Port your helm"?—Yes.

1625. And if she was a little on the starboard side, and showed the green, it would say to the steamer, "I want you to go starboard"?—Yes.

1626. And it would be the same whether she was on a wind, free, or anything else?—Yes.

1627. The *Chairman*.] Now, as to those lights, would you carry them always fixed when practicable, and, when not practicable, to show them as hand-lights?—I think to carry a light constantly, whether in moderate weather or not, would tend to cause great confusion where there are a great number of ships. It must do that; you cannot see the rig of a vessel.

1628. It is only red and green?—There would be a little reflection. I do not hold with the constant lights; I think they are quite injurious as regards navigation in the dark.

1629. Do you find it so respecting the steam-vessels; they all carry them?—We know that the steam-vessels carry them; so that there is not so much damage done now as there would be if both steam-ships and sailing-vessels carry them; so many lights in a large fleet must tend to confusion. I know that many a time I have approached a light and could not tell what the ship was about till I was within a ship's length or two of her. If I can see the hull of the vessel and the sails I can see which way she is going.

1630. Captain *Sullivan*.] If you saw the green or red you would know which way she was going?—Yes, supposing I was meeting only one; but 500 or 600 sail, and all those lights exhibited, I do not think it would tend to any good; one or two or three meeting, it would be very good; but to meet so many ships with constant lights I do not approve of.

1631. Supposing it was compulsory that they should show their starboard side by a green light, and their port side by a red light, to any vessel approaching, leaving it optional with them, either to fix them, or to take care that they are kept in a box properly trimmed, and shown so as not to be seen by a vessel on the other side, is there any objection to making it optional, binding the master of the vessel by law, as the responsible party, if he did not show the right light on the right side?—I have no objection thus far, that if there is a rule to go by all must abide by it. I would not approve of this, that one should have his light fixed and the other not.

1632. The *Chairman*.] Do you not think that a great many vessels would, from choice, in a moderate breeze, when meeting a great number of vessels, to save themselves the trouble of having to show a red light here and a green light there, and so on, that a great many would fix them?—Yes; but on board of a collier I would scarcely know where to place it.

1633. Captain *Harris*.] Would you not think it safer?—I do not think it would be any safer; I would have as few lights as possible.

1634. The *Chairman*.] If it should be compulsory to carry these fixed lights, is it practicable to carry them in the colliers, if it should be thought necessary?—It would be as practicable

practicable in a collier as any other vessel; if it is for safety, I do not see why we should not have this safeguard to look to as well as another ship.

1635. Captain *Ellerby*.] Could you always carry them fixed?—Not at all times.

1636. The *Chairman*.] Where would you carry them?—It should be elevated; I would say six feet above the rail.

1637. How would you fit them, when it must be positive that they shall not be seen on the opposite side?—If the light which is for the starboard side should be seen on the port side, it would lead to difficulty?—Yes.

1638. It must be exhibited below the gunnel or some part where it shall not be seen?—It could not be below the gunnel in a collier.

1639. In moderate weather they could be carried?—Yes.

1640. In rough weather it must be done by hand?—Yes.

1641. What lanterns would you propose?—There is one here that has been sent from Shields, which there is a serious objection to.—Is this Captain Whitehead's lantern?

1642. Yes.—I do not see but what that might answer the purpose.

1643. The objection to that is, that it would be so liable to error from the ignorance of a boy, that they might sometimes forget to turn the lantern in time.—If they trusted to the hands of boys there will be mistakes.

1644. Will it not be a security if you have two separate lanterns, one for the starboard side, to be at a convenient place, and the other on the port side, keeping the two lamps distinct from each other?—It would be safer; there could be no mistake.

1645. The green and red would be the two colours only?—Yes.

1646. In rough weather if a vessel is seen on the starboard bow, you would rush forward with your green light, and remain there till the danger is past?—Yes.

1647. If you see her on the port beam you take the red lantern out and show it?—Yes.

1647*. Do you see any objection to that?—None; I have always thought it was wanted, a coloured light to distinguish the tack we are on.

1648. Or the way the ship's head is?—Yes.

1649. It might happen in fine weather that on one side of a river the wind would be one way, and on the other side the other?—Yes.

1650. If you showed the side you would know the head?—Certainly.

1651. Do you think that any lights which we could have to distinguish a pilot vessel from all the others would be desirable?—Not one light; I do not think it could be managed with one light.

1652. If two lights were shown horizontally?—Yes, in different positions.

1653. With respect to ships at anchor, at the present time they are bound to show a bright light?—Yes.

1654. What have you to say to that? Do you know of any collisions that have been caused by that?—I hear of plenty; but if we could have a good look-out, and no light at all, that would be the best. I think it is necessary to have a light riding at anchor.

1655. What light would you recommend, a bright or a subdued light?—A bright light; in that case I do not think it would make any difference.

1656. A bright light or a red light?—A red light would not do.

1657. Why?—Because a mistake might be made.

1658. We will suppose it is hoisted a certain height—the complaint at present is that they are all of different heights?—In the dark, and in the distance, you cannot make that out well.

1659. Thirty feet high; would that be of any value?—Yes, that is a good height.

1660. Which would you prefer?—I do not know that you would make any improvement; one bright light riding; a yellow one is rather a dull concern; a bright light, in thick weather, you can see further than any other.

1661. It is not necessary to see a vessel at anchor a great distance?—Not exactly.

1662. Should you prefer the red or the bright?—I should say the bright light.

1663. Would you think it necessary to say that it shall be hoisted not less than 30 feet?—Yes; not less than 30 feet from the ship's deck.

1664. Captain *Ellerby*.] In the multiplicity of bright lights that you see in turning up the Swin and Sea Reach, do you find much confusion caused by the ships at anchor?—A great deal.

1665. Do you ever find a difficulty in distinguishing between the Trinity House lights and the lights of ships riding?—There is a little difficulty sometimes; but that is greatly remedied now there is a revolving light and the Gull Light; you can make them out from the ships riding.

1666. Is there a difficulty in making out the Mouse Light?—There is a little difficulty sometimes; as you draw towards it you generally see it more bright than any other.

1667. At a distance you do not discriminate?—Not at a great distance.

1668. The *Chairman*.] Have you any opinion as to fog-signals; the steam-vessels have the facility of a whistle, and at all times they have their bells; colliers frequently are without bells, but they can always provide themselves with horns. Do you think it desirable that all sailing-vessels should use the horn, and that all steam-vessels should use their bells and their whistles?—It would be better to have a distinction.

1669. Do you use a horn yourself?—Yes.

1670. If you heard a steam-vessel's whistle you would sound your horn?—Yes; if I heard a whistle I should know it was a steamer.

1671. Captain *Harris*.] You signed this memorial?—Yes.

1672. You have memorialised that a fog-signal at sea by sound should be used to indicate

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the position and action of a vessel, one sound to represent the starboard tack and the other the port tack; another when the ship is before the wind, and another a distinct sound when at anchor?—I did not have those things explained to me; I thought it was entirely for the lights. It was explained to me that it was to have the coloured lights to ascertain the different tacks. As for that I have not heard anything of it.

1673. But you quite agree, after what you have heard here, that it would be more desirable to distinguish the side of the ship, and not the tack?—I do not say it would be more desirable. It can be done; but for my part I would rather describe the tack.

1674. Captain *Sullivan*.] You said you could not get over the difficulty of running free, which way you were going?—There is that in it. There is the putting the light over on the side.

1675. Then you take the side and not the tack. You just now said you would rather have the tack, and not the side?—To let a man know that I have got my starboard tacks on board, I hold this light over.

1676. By the green light you always show the starboard side, not which tack?—I mentioned the tack, but I mean the side.

[The Witness withdrew.

Mr. *Henry William Allen*, Master in command of Her Majesty's Steamer "Vivid,"
Examined.

Mr. H. W. Allen.

1677. The *Chairman*.] HOW long have you been in command of steam-vessels?—About seven years.

1678. Going constantly up and down the Channel, and a good deal in the river?—Yes. I have been twenty years in temporary command in the Channel and the North Sea.

1679. Do you consider the present system of lights for steamers satisfactory?—I think it is.

1680. Do you consider the same of sailing-vessels?—No, I cannot say that I do; I do not think one light is sufficient for a sailing-vessel.

1681. The bright light?—I do not think the bright light is sufficient.

1682. In passing vessels do you find it attended to?—Generally it is, but not in all cases; but I do not think that one light is sufficient.

1683. What would you substitute?—In my opinion the smaller the thing is the better, that is, two lights. All ships, I think, going free, or running, or under way, I think ought to have two lights, and those lights to be placed one at the bowsprit end, and one at the collar of the forestay; that is my opinion.

1684. The angle is very small there?—In practice, where the greatest part of our collisions take place is with ships running under canvas, and steamers coming directly against the wind. We see one light at the present time, whereas if we saw two in that direction, one at the bowsprit and the other at the collar of the stay in a line, we should know the line of the ship; the yaw of a ship will open those two lights, and the moment that is done we can tell whether it is the port or the starboard bow that we are going towards. I beg to tell you that 20 years ago those were the only lights that we used in steamers, and we had less collisions then than we have now, but they only applied to steam-vessels then; one light was at the masthead, and one at the bowsprit end, and you would be astonished if you were to see them now, how easily you could tell them coming.

1685. Captain *Ellerby*.] They are used now by the Gravesend steamers?—We used them ourselves formerly till we were prevented by the Admiralty, and we never had a collision; but with the present lights I have, unfortunately, had a collision, but it was with a merchant ship. With the one light I could not tell which way she was standing; she stood right into us, and we thought she was at a distance.

1686. The *Chairman*.] Would you be always sure of seeing the light at the collar of the fore-stay?—I think so; I never saw any difficulty about it. If there is a jib set, it opens now and then before the wind, or anywhere that is the most conspicuous place.

1687. Captain *Sullivan*.] The jib on the lee bow?—There you might not see it.

1688. For two or three points at least?—So you would, but your present lights they are subject to the same thing; I am speaking of the sailing-ships.

1689. As you propose that light to know which way the vessel's head is going, we merely put certain points to you where that light could not be seen, and if the jib hid the mast-head light you would be reduced to the same one as you are now?—It is only when you are to leeward.

1690. Three points of the lee bow you would not see it?—Perhaps not.

1691. If you were on the weather bow the fore-sail might hide that light?—I doubt it.

1692. It would a little when you get towards the beam?—I think you would see it abaft the fore-yard.

1693. Over it?—Yes.

1694. The jib would hide it three points from the lee bow?—Yes.

1695. The *Chairman*.] Did it ever occur to you that it might be desirable that sailing-vessels should carry the same coloured lights as the steamers, with the exception of the mast-head light?—It never has.

1696. What should you think of such a proposition?—It is necessary that they should see the lights further aft than we do on board of a steamer; our lights only show two points abaft the beam; a sailing-vessel going slower, you may go right into her stern.

1697. Do

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1697. Do you know of any such thing happening?—No, I do not.

1698. You speak of carrying the lights forward?—Yes.

1699. Would it not be constantly liable to the same thing, the vessel running into your quarter; you would see neither the bowsprit light nor the fore-stay light, the mast would be in the way to observe it?—Then I would propose this, if there is any fear of collisions: I think every ship ought to be supplied with what is commonly called a flare light; all fishermen take on themselves to use it, and it is a very excellent thing. I am in the habit of passing 300 or 400 ships in a night in the Swin, and in going very fast we fall in with a lot of fishermen; they carry no lights, but seeing a steamer approach a fellow comes up and holds a light, and it shows you the position of the sails, even the ropes at the mast-head. I have come into the Needles, and nearly been on to them; they do this when they see a steamer approaching near enough, they hold it up, you see the position of everything in her, then you know her tack.

1700. What would it cost?—I think they are not more than 2*d.* or 3*d.*; they burn about the length of time our blue lights do.

1701. Captain *Sullivan*.] There is the common turpentine light, and Gilbert's light is very economical?—Yes; these vessels have a trawl down. I have been quite close to them, and then up comes the light.

1702. Those you may consider anchored?—Yes.

1703. If they hoisted the light of an anchored vessel, the steamer would not care which way her head was; she would avoid them as she would a vessel at anchor?—Yes; but you may get near the vessel at the time she has got the trawl up.

1704. If a fishing-vessel showed you the same light as a steamer's paddle-box light, would you not know which way her head was?—If it was so adopted.

1705. Supposing a green light was shown always from the starboard side of a sailing-vessel under way to any vessel approaching, you would have no doubt which way her stern was, and which way to put your helm to go under her stern?—At times trusting to a hand-light might be dangerous. On board of some ships that go fast in a heavy sea you could not get a man, for anything, to go forward.

1706. Those vessels are now obliged to show a bright light to that vessel approaching?—Yes.

1707. And if they were to show a coloured light for the two sides, would it not add to the present system all the advantages of knowing immediately which way the head was?—It would, if you could show it at these times in gales of wind.

1708. I am supposing they could show it as well as the present bright light; and therefore, supposing sometimes neither was shown, there would be the danger; but would not the coloured lights, being shown, be much better than the present white light, that you would know the way the vessel was standing by the side she was towards you?—You would sometimes be compelled to have it on the quarter.

1709. If a light is shown in any direction from aft to forward, the green on the starboard and the red on the port, to any vessel approaching, on the two sides of the vessel, as the white light is now shown, then could an approaching vessel possibly mistake which way the other vessel's head was?—I think not.

1710. And would not that remove all objection to lights being hidden by sails in sailing-vessels?—It would be near the deck, where there are no sails; but the only fear, I think, would be that the lantern would not be handy at the time.

1711. Would it not be as handy as the present bright lamp?—Some people in the Swin say, "We will not wait till we see a vessel coming, when there is likely to be a collision, but we will keep it in one place." They make it fast to the after-shroud; when she goes on the other tack she shows it on the other side.

1712. That would not show it to a steamer going up and another down?—No.

1713. Supposing this vessel in fine weather hung her green and red lights over the sides, thus having the power of showing right ahead, and she chose to keep them there, would not that show the direction in which she was going to any vessel approaching on either side?—Yes, it would in a measure; but in narrow channels it is so difficult to have those things acted upon, because there may be one ship just under the lee of another, you get across one and right on to another.

1714. The *Chairman*.] There is no difficulty in showing them over the bulwarks of a vessel; if there are a dozen they all see by the green light that there is a vessel with the starboard side to her?—Yes.

1715. There they are just placed over the side?—Yes; a vessel standing across you here, she is on the starboard tack. I am coming up towards the Nore, from the Mouse Light to the Nore, they have got a space of two miles for turning; here is a vessel on the starboard tack, standing towards her, and I am a steamer. This is the Reach.

1716. Captain *Sullivan*.] We will call this table the Reach (*describing it*)?—Yes; here is a steamer coming down, and you see these two lights, she is on the starboard tack.

1717. You see the green light?—Would you have them the same as a steamer?

1718. Exactly; always the same side, with the exception of the mast-head light?—You certainly would know it that way.

1719. Could you possibly mistake which way to go under her stern?—Not well you could not.

1720. Will you show me a position in which you could?—You could not well mistake this if you had this light all round.

1721. Suppose that green light shows all that side?—You would be past all danger of collision. I do not see but what that would be a very good idea.

- Mr. H. W. Allen. 1722. To clear that vessel you would starboard your helm by seeing the green light?
—Yes.
- 14 March 1856. 1723. Under every circumstance?—Yes.
1724. Now, suppose it was the other way, under every circumstance, you would port your helm to clear the red light?—Yes, certainly.
1725. Could there be a mistake if any vessel showed the light only a minute ahead, and showed you the red light; would you not immediately see she was approaching towards you, and you would port your helm and go under her stern?—Yes; the grand thing in a steamer is to see the position in which she is going.
1726. Do not the green and the red show you which way a steamer is crossing you; supposing the smoke obscured the mast-head light, you would know which side the steamer was crossing?—Had you seen him in time.
1727. In the same way you would see the sailing-vessel?—Oh, yes; that is a very good idea.
1728. She might see the bowsprit light, and it would bother her?—I think it would show different if you were to see it under-way: even here you might see the bowsprit light; in this position the mainsail would prevent it. I think the greater part of the collisions that take place are in a ship running free, and a steamer coming directly against it.
1729. We will take that case; you are steering east and an easterly wind, and there is a vessel running down?—Yes.
1730. Then all her headsails would be down, and the light would show?—Yes.
1731. Supposing you saw the green light only, would you not be sure, by seeing the green light, that she was standing a little that way, and you were to pass the starboard side?—Yes.
1732. And if you saw the red you were approaching a little on this, or even end on, if she showed you the red she meant you to pass the port side?—Yes; that is a good plan.
1733. Can you show any way in which you think that plan could lead to mistake even on one point of the compass; can you find any objection to that plan, and show that in any one point the vessel might mistake the direction in which another was going?—These are not to be fixed.
1734. Wherever you like the principle is the same, or that she shows it were best seen?—Yes, that would be the best.
1735. As a rule, you would port your helm as it is now?—Yes.
1736. The rule is clearly established with steamers?—Yes.
1737. If two steamers saw the two green lights, even although they were nearly ahead of each other, they would never think of porting their helms?—No.
1738. And so with the other, if you saw the red?—I do not always attend to porting the helm.
1739. You could see those two lights right ahead; if you saw the two you would know she was so near you directly, and you would port your helm?—Yes.
1740. If the other saw you ahead, and meant you to go to port, if they showed the red light, if you saw you were going at all near them, you would port your helm?—Yes, that is the system.
1741. The *Chairman*.] The steamer must get out of the way of the sailing-vessel?—If that plan was adopted, that if a sailing-vessel it should keep on her course, leaving it to the steamer to get out of the way.
1742. If there is a green or red light to show, that would be sufficient?—I do think so, in the way it is pointed out here.
1743. Captain *Sullivan*.] Do you see any way in which the steamer might mistake the direction in which the sailing-vessel is going? We will allow she is going either way; she would still be crossing the bows to port?—Yes.
1744. And in either case it would be the same?—Yes.
1745. Supposing it was right aft, and the lights were thrown aft, she would see a little glare of the two?—Yes.
1746. Supposing they were shown by hand; if they showed the green, you would see the starboard quarter was towards you?—Yes; you would have to starboard then.
1747. You would find she was going to the right of you?—Yes; it certainly is a good idea.
1748. If the vessels showed them by hand, as all small vessels would, you would know exactly, whichever quarter it was shown, which way to put your helm?—Yes; but it would never do to trust to that, because the men are often fagged out, and might go to sleep.
1749. You have still to trust to that?—Yes.
1750. Do you think you can get any other plan?—No, that is the best.
1751. If you were in a coaster, to fix the masthead light and a bow light—supposing a coaster could carry one under the bowsprit—supposing it possible, do not you think there would be as much fear of neglect in those two lights fixed being attended to, as the one coloured light being shown?—Only when once placed there they burn a good time.
1752. They can be kept close at hand, the two coloured lights?—True; they can be. I like the position of that very much (*pointing to Captain Sullivan's diagram*) as to the lights there, the red and the green; I think it is possible that would prevent collisions.
1753. Supposing two sailing-vessels also approaching on opposite tacks, if they showed always on that side a green, and on this a red light, would not that show that she was on the starboard tack, and which one had to give way?—Yes.
1754. And when that one saw the red light shown that side, if she was running that way, she would know the vessel was running across her beams in that direction?—Yes.

1755. And this being the vessel to keep her wind, any vessel approaching this way either on a wind or free, it would be her duty to pass under the stern of that vessel?—Yes.

1756. Should there not be one rule for both steam and sailing-vessels, as near as possible?—Yes.

1757. If you are running south in a steamer, and you meet a steamer running south-east four points, you see her mast-head light and her red light, do you not?—The port light.

1758. But so much depends on the distance, that you could not tell whether she was running that way or this way; you would only know that her head was somewhere in that direction?—Yes.

1759. You would not know whether you were running parallel, or a little towards each other?—No.

1760. Are you aware of any rule by which vessels approaching that way would be guided in clearing?—Nothing but a discretionary power. I am often in that position myself.

1761. If those two vessels are approaching this way; if this one saw this vessel's green light a little, and that one the red, that vessel would keep her course?—Yes.

1762. And it would be the duty of the other to avoid her?—Yes.

1763. When this green light is shown a little, and this red is shown more fully, there must be a point beyond which it would not be safe to do the same thing that you would do as a rule?—There must be a great deal left to the discretion of the person in charge.

1764. The *Chairman*.] With respect to vessels at anchor, what would you suggest?—I think that, as the present practice has existed so long, this light, that you ought to keep it up at the mast-head.

1765. Do you see any objection to it?—None. It is of infinite service now that it has become so general, for it is a mistaken notion of many people in merchant vessels that it reflects too much around, but it is no such thing; a light in a lantern does not reflect far; try it against a sail, you will not see that sail any distance; but if that light is taken out of the lantern, and placed there, you can see it immediately. Many men say it would blind your eyes, but that is a mistake; it cannot do so at the mast-head. I think they ought to have the same sort of light for that purpose, and that every one of them should have the same reflection, because many times that we pass we take one with a good light to be nearer than another with a dim light.

1766. Captain *Harris*.] The weight of evidence has been against the present light?—In a channel, what would you do where ships are so very thick?

1767. We were going to suggest to you, what do you think of a red subdued light?—That would be a good light.

1768. At a certain height?—Yes.

1769. So as not to be mistaken from the hull of a vessel, say 30 feet from the deck?—The less we interfere with steam-vessels' lights the better.

1770. If this plan is carried out, it will be equally a sailing-vessel's light?—I do not see any objection to that, having it uniform in everything; but the present light is a very good one, if kept attended to.

1771. The *Chairman*.] It has saved you from many a collision?—It has, many a time.

1772. Captain *Harris*.] The question is, what colour it should be?—I think a red would do as well as a bright one, or very nearly so. I have seen a fellow, when ordered to show a light, take the lantern and put a candle in it.

1773. It should be a pattern lantern of a particular description for a mast-head light?—Yes.

1774. Captain *Sullivan*.] Do you ever find that a light on the mast-head of a very tall ship is too high to show her position till you get near her?—Many times I have passed through about 200 or 300 vessels off Hastings, just in the track way, going down Channel; those boats drift to their nets, they have no masts, they use nothing but this flare-up light, that burns a minute, and they do not do it till you are nearly approaching them, so that you shall not run over them; by the time that is burnt out, we are past them. Now, here about the Swin, the vessels will ride with a light to their foremast shroud, or the after shroud; they will put it up, perhaps, about six o'clock of a winter's evening, and let it go out; and they will swear that they have got a light up. I have many times come on them, and called out, "You blackguard, where is your light?" The answer is, "Here it is;" they show it, and I pass them. Many a time I have done that.

1775. Captain *Harris*.] Have you been in the habit of towing vessels?—Yes.

1776. According to the present regulations, when one of Her Majesty's ships is under sail, or being towed, she should show a bright light?—Yes.

1777. Would you think it desirable, in the event of a red and green light being established, that the vessel towed should show a light?—I think precisely the same; but invariably, when I have been towing in the Swin and down the Thames, I have always been very particular with the officer astern of me, to have a light up at the fore-shroud.

1778. The *Chairman*.] What would you suggest as to fog-signals for steamers and sailing-vessels?—I do not know of anything that could hardly be taken to be understood.

1779. Would it be any assistance if the steamers were to use their bells and their whistles when they can, and the sailing-vessels the horn?—I think they ought to be distinct; I myself in a fog am very careful; I always blow the whistle myself.

1780. Do you think it is desirable to make that rule; the small craft have no bells, therefore you cannot establish that?—No; give them a gong.

1781. That would be expensive?—Yes; that ought to be considered, certainly.

1782. The question is, whether they should use a horn, which is no expense; the steam-vessels which have bells should use their bells and their whistles?—At the present time

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Mr. H. W. Allen. most fishermen have this horn, and use them; but unfortunately we cannot exactly tell where they are till they are close under your bows. In a thick fog I sometimes hear the sound, but you cannot shape for that sound.

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1783. But it tells you there is something in the neighbourhood?—Yes.

1784. Captain *Harris*.] The light-vessels have all gongs?—Yes, and they have a peculiar way of using them; some of them, their orders run, not to beat them, but to make a disagreeable noise; they have a thing that runs round, a sort of tumbler, that makes a most disagreeable noise.

[The Witness withdrew.

Mr. George Brockman, Master in command of Her Majesty's steamer "Wildfire,"
Examined.

Mr. G. Brockman.

1785. The *Chairman*.] HOW long have you been in steam-vessels?—I have been in charge of steam-vessels 10 years; I have been altogether in steam-vessels 14.

1786. Do you consider the present system for sailing-vessels showing a bright light satisfactory?—Do you mean under-way?

1787. Under way?—I think, with common care, it is satisfactory. I never felt any difficulty about it with a single bright light.

1788. Do you find that all vessels, in passing you, show that bright light?—Some keep it up constantly, and some exhibit it when they think there is a chance of a collision.

1789. Do many of them pass you without showing it at all?—Very seldom.

1790. Where have you been running mostly?—Down Channel from Sheerness as far as Plymouth, and the North Sea as far as Hull; that is where we pick up more ships than anywhere.

1791. To what do you attribute the frequent collisions we have?—I think it is from the sailing-ships taking notice of the steam-ships. I think if the sailing ship were to stand on her course, and take no notice of the steamer, there never would be any collision.

1792. Would you always know, from showing that bright light, which way the sailing-vessel was going?—Yes, if you can see the bright light; supposing I see the bright light three miles ahead.

1793. That is a long way?—A mile and a half, or even a mile, if I see a bright light on my starboard bow.

1794. Do you know which way the ship's head is?—I want to know whether she is on the port or starboard tack. If I see it on my starboard bow two points before I come up, he will have altered his position. I know how the wind is.

1795. Although the breeze might be right aft, would not your breeze in the steamer be right ahead?—Yes, but I am thinking of the way the sailing-ship has the wind.

1796. Can you tell in the night, in a light breeze, which way the wind is?—If I had been any time in the vessel, and knew her speed, I should be able to tell.

1797. Does not it require a great deal of consideration?—After a little time one gets acquainted with it.

1798. By seeing a bright light, can you tell which way the vessel is steering?—If she is right ahead, and I see a bright light, if she does not alter her position I come to the conclusion she is standing directly for me.

1799. Suppose your man at the helm does not steer straight?—I suppose I am keeping a look-out myself.

1800. You would begin to alter your helm immediately you see her?—There would be the difficulty. Directly I make the light out, if I alter my vessel, I cannot determine the way she is going; I generally ease the engine.

1801. If you knew which way her head was it would assist you?—I should go at full speed, and pass under her stern.

1802. Captain *Sullivan*.] You do not know that at present?—No, but by easing the engines I can determine that.

1803. Captain *Harris*.] Supposing it is thick weather, and you come suddenly upon her?—Then we have no business to go at full speed.

1804. You may be carrying despatches?—The single bright light will not do, you must have a distinguishing light.

1805. The *Chairman*.] What would you suggest as distinguishing lights to show the head?—The coloured lights.

1806. The same as steamers?—Yes; no mast-head light; but it is possible by having a red and green light that you may have a vessel showing the green on the starboard, and another showing the red on the port, and both to have the appearance of one vessel, but if it had no mast-head light it would show they were separate vessels on different tacks.

1807. Would you have the red and green light to designate the sides of the vessel the same as in steamers, or to designate the tack of the vessel?—The tack, and I would not have it shown except when a steamer was in sight.

1808. You would not have fixed lights?—It might be fixed, but with a shade.

1809. Why do you object to have them shown the same as steamers?—If you have the red and green constantly burning, you cannot distinguish it from a steam-ship.

1810. She has no mast-head light: that would distinguish it?—Even under the present circumstances very often the mast-head light in a steamer would not prove her to be separate from

from a sailing-ship, because sometimes that mast-head light is down for a quarter of an hour. Mr. G. Brockman.

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1811. Then it would be as two sailing-vessels?—Yes.

1812. But the steamer is bound to keep out of the way of the sailing-vessel?—Yes.

1813. Having the green and the red in the same way, would you not always know, the moment you saw a vessel, which way she was crossing?—Yes.

1814. Is not that what you desire that you may know how to steer?—Yes.

1815. But supposing it was to designate the tack, might it not sometimes happen that with variable winds one might be wrong? Would not showing the tack be contrary on some occasions to the rule of the steamers and lead to collisions?—Showing the tack, if a sailing-vessel showed me that she was on the starboard tack.

1816. If she had no mast-head light up for a quarter of an hour, might it not lead to the collision that you wished to avoid?—Yes; but I think not having the mast-head lamp up might be prevented by supplying the ship with two instead of one.

1817. On the other hand, what would be likely to occur at all injurious if you did establish those red and green lights the same as the steamers, to show the sides only? It would not signify whether the vessel was on a wind running free or how it might be?—Not if you kept them as fixtures, burning the red light when the ship was on the port tack.

1818. The *Chairman*.] Or shown?—A hand light would show across the deck. If you show a light above the gunnel, how can you prevent it being seen on the other side.

1819. By a board at the back?—You may show it on the bows; in most of these small craft a man could not get before the fore-mast in bad weather.

1820. Captain *Sullivan*.] How does he show the bright light?—In any position.

1821. If he showed the green in any position as long as the vessel saw it?—You must only have one shown at a time.

1822. Supposing you were going to show them that way, and you saw a vessel approaching on each bow, and one person showed a green light over the starboard and another the red on the port, would that make it difficult as long as they are screened?—No; it would denote the tack they are on.

1823. No, the side; it would denote which side was towards them?—If it showed which side was towards him it would not prevent a collision, because you would not know which way the vessel was crossing.

1824. Here is a sailing-vessel and here is your steamer (*describing it*); now put her in any possible way standing across, she shows a green light, and her head is this way?—Yes.

1825. Somewhere to starboard?—Yes.

1826. In any case you would starboard your helm, and go under her stern?—You have it screened to prevent it being seen.

1827. Yes?—That would denote which way her head was at once.

1828. The same as in a steamer?—Yes.

1829. And the red light you would port your helm to go under?—Yes, that is what I have thought of; if you had the red and the green, it would always denote which way the ship's head is. The only difficulty that I see in this case is to prevent the steam-ship from ever being without a mast-head light.

1830. Supposing it is down, supposing that it is a steamer coming with no mast-head light, and you mistook her for a sailing-vessel, would it make any difference as to what you would do in the steamer to avoid her?—No; but supposing this is a steamer with her mast-head light out, and this is a sailing-vessel, this has the wind on her port beam; if this one is a steamer perfectly understood by her mast-head lamp, his duty would be to port the helm.

1831. Supposing this is a sailing-vessel, and sees that vessel's red light, is it not both their duties to port their helms the same as a steamer?—Yes.

1832. Would not the rule, applied to both in the same manner, tend to avoid a collision?—Yes; I think myself that the red and the green, as fixed on the bow, would indicate the side of the ship we saw.

1833. The *Chairman*.] That indicates the head?—Yes.

1834. Which is all you want?—Yes.

1835. Captain *Sullivan*.] Supposing they are not fixed, and only compulsory on the fishermen under-way, to show when necessary a green light to anything approaching on his starboard side, and a red light to anything approaching his port side?—Then when you come nearly ahead, you depend entirely on the judgment of the man.

1836. It must be right ahead?—Yes.

1837. And the least touch of the helm would alter the vessel?—Yes.

1838. Suppose he showed you the green, you think he considers you a little on the starboard bow?—Yes.

1839. And he will not port his helm?—No.

1840. You are quite safe by starboarding your helm?—Yes.

1841. While the red is shown it would equally show that he meant you to pass him on the port?—Yes.

1842. And he would not show the green if he meant you to pass him on the port?—That is quite clear, provided you have a rule, and the man does not make a blunder.

1843. The *Chairman*.] Whether the vessel was running or not, it is all the same?—Yes.

1844. Captain *Sullivan*.] If you denote the tack, must you not have some point to show when she is no longer on the tack?—Yes, and then it would complicate the thing.

1845. And also what is free?—Yes.

1846. The *Chairman*.] Have you been in the habit of towing vessels?—Yes.

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1847. What is your opinion as to the vessel that is in tow, whether she should carry lights or not?—I think the vessel in tow ought not to carry lights, because she is entirely at the mercy of the tug.

1848. May not a vessel try to go between the two, not seeing the other; she sees the steamer that is towing?—I would not carry a standing light; I would only show a light.

1849. Captain *Harris*.] You are aware of the present Admiralty regulation?—Yes, to keep their light up. (*Captain Harris read the regulation.*) That is the position light; that is all I would show.

1850. The *Chairman*.] Why would you not show the same red and green?—It would do no harm if it was adopted.

1851. Do you see any objection to establishing a rule?—Not a bit.

1852. Captain *Sullivan*.] Would it not show that it was either a vessel in tow or a sailing-vessel so close astern of her that no vessel could safely pass between?—Yes.

1853. The *Chairman*.] With respect to anchoring; the present regulation is a bright light?—Yes.

1854. What is your opinion as to the light that is exhibited at present; is it satisfactory; or not?—I think in perhaps eight out of 10 cases it is more satisfactory than it was before; but it is possible to make a mistake; I often find that one burns a better light than another, and there I get into difficulty; while I am preparing to get out of the way of one, I get in the way of another. One night coming up Swin, among upwards of 300 colliers, I passed the Swin Middle, a revolving light, without knowing it; and I was not aware that I was above her till I got well outside, and brought her clear of all the rest. I went over to several vessels, and looked at them, and saw yards across, and knew that could not be it; but there were so many vessels there, and the lights popping one behind the other; but that is only a special case. One man said, "That is her; I have seen her revolve two or three times." I went over to her, and found her a collier. I generally notice that the brightness of a Trinity light is very good when you are at some distance, but when you are close to it, it is not so bright. I am now speaking of a stationary light, not a revolving one; I have often been 40 or 45 yards off, and have seen it not so bright as when at a distance.

1855. What would you propose if lights could be established with the same power?—If they had the same power, I think the showing the bright light is a very good arrangement.

1856. Would you prefer that to a red light, a subdued light?—If you want to mix the colours of the lights, you interfere with the arrangement when the ship is under-way; I approve of the single bright light, if it is a good one.

1857. And as to the height, do you think they are generally hoisted high enough?—I generally take the mast-head lamp down, and if the ship has two, I put them back to back, and hang them two-thirds of the way up the fore-rigging; it shows there in every direction, except in the line of the mast, and that is a very small space.

1858. Do you think 30 feet from the deck would do?—In some ships at 30 feet you would not get a good place to hang it; the ships that we should have more frequently using it than any others would be colliers.

1859. Captain *Sullivan*.] The fore-yard?—I should think that would be quite 30 feet.

1860. Would not that be a good place, or the yard-arm?—Yes, but not amidships, as they do nine cases out of ten.

1861. Captain *Harris*.] Where it becomes eclipsed by the mast?—Yes.

1862. Captain *Sullivan*.] Do you find that the mast-head anchor light and the lights shown you by a vessel under-way lead to mistakes, being of one colour?—I have not mistaken them.

1863. Would there be any more liability to mistake if a red light is shown than there is now with the two bright lights?—No, if you had a single red light.

1864. And a single red light if she happened to have her port side towards you?—You would have difficulty then in detecting whether she was under-way.

1865. Do you have that difficulty now with the two bright lights?—We do have the difficulty in a great measure; we do not know whether the vessel is under-way or at anchor without watching her closely, and the only plan I adopt is to ease my engines till I am certain.

1866. The *Chairman*.] Which would you prefer now, the bright light, having them all of the same power, or the red light?—I should prefer the bright light.

1867. Captain *Sullivan*.] Do you think there would be any difficulty when all vessels under way were showing a red or green light to their sides, together with the anchor bright lights, of a vessel being mistaken for a steamer?—No, they would soon shift their position; I do not see it is possible.

1868. The *Chairman*.] With respect to fogs, have you any suggestion to make?—It is difficult, because if you adopted a system of beat or different sounds, it would do very well if there were two vessels together, but if you have a dozen, how are you to distinguish them.

1869. Is it desirable to distinguish a steamer from a sailing-vessel?—That might be done.

1870. The steamer to make use of her bell and whistle, and all sailing-vessels the horn?—Yes, I think that would do; then you could distinguish one from the other, but not the position.

1871. You would know that some one is in your neighbourhood?—Yes. There is one thing I have noticed for some time, and something ought to be said about it. Vessels have a red and green light under-way, and very often, when they bring to and stop all night, they forget to put their lights out.

1872. Captain *Sullivan*.] Is it not also necessary that when you put out the bow lights you

you should hoist one that shows all the way round?—Yes; the difficulty in the naval department is, we cannot do it because we have not a lamp. When the Admiralty made that regulation they forgot to supply the mast-head lamp.

1873. There is the common signal-lamp?—It will go out; when it is a number six breeze, I have put a candle in a lantern a dozen times, and it has gone out.

1874. Oil would burn?—They are not adapted for oil; in a steamer, the only plan is to put the two mast-head lamps back to back.

1875. The *Chairman*.] Respecting pilots; do you think it would be desirable to establish anything like a signal for pilots? Supposing you were to have a green and bright light for pilots, if on the port tack, or a red and bright light horizontal, ten feet or so apart, if their port side is towards the vessel, to say that they are pilots; or if they are on the star-board side, they would show the green, with a bright light abaft?—Yes; it would be a very good plan; we have nothing now but the common flare; they show a green light occasionally; I scarcely ever fall in with them.

[The Witness withdrew.

[Adjourned till Monday next, at Twelve o'clock.

Fifth Day.—17 March 1856.

PRESENT:

Rear-Admiral Sir H. D. CHADS, K.C.B., Chairman.

Rear-Admiral Beechey.

Captain B. J. Sullivan, R.N., C.B.

Captain H. Harris, H.E.I.C.S.

Captain S. Ellerby, Trinity House.

Mr. R. W. Hamilton, Secretary.

Mr. William Wilkins, Maker of Trinity-house Lights, Examined.

1876. Captain *Ellerby*.] WE are anxious to have a lamp, portable, economical, and of course efficient; and we are anxious that it should illuminate 16 points of the compass with a light as strong as we can get it, for a ship's side, to show round half the compass?—I should recommend half a circular lens put into a lantern with a strong light.

1877. And that would illuminate 16 points of the compass?—Half the circle.

1878. What would be the expense of it?—A nice lantern, with a good lens, would perhaps be about 2 l. or 2 l. 5 s.

1879. The *Chairman*.] A half circle with a lens, but no reflector?—No reflector; it would be no good, the shape of the lamp being small, it would soon destroy the reflector, and it would take up room. You want it small.

1880. We thought about the diameter of five inches?—I should make the back of the lantern form a reflector; I should have that made so that it would reflect.

1881. It must be portable, so that if they do not like it in that spot, they might take it out, and put it in another spot?—Certainly.

1882. And that would show the whole half of a circle?—Yes.

1883. Would the light be so strong at the extreme end?—Equally as strong.

1884. If we were to place it in the ship's side, it would be paramount that we should have it very strong ahead?—So it would be, as strong as in front.

1885. Captain *Ellerby*.] And equally strong abaft?—Yes.

[The Witness withdrew.

Mr. Anthony Ridley, Member of the General Shipowners' Society, Examined.

1886. The *Chairman*.] HAVE you had any experience afloat yourself?—I have had in former years.

1887. Since the present regulations?—No; I have not been at sea since those.

1888. Have you any plan or suggestion to make to us on the subject?—I have heard it spoken of, and I have thought a little of it. I am not very well prepared. I did not hear of this till Friday.

1889. Have you any suggestion to make to us? Our object is to simplify the lights with regard to sailing-ships. Steam-vessels, from all the evidence we have had, are now satisfactory?—I feel satisfied with regard to steamships, you could hardly improve them.

Mr. G. Brockman.

14 March 1856.

Mr. W. Wilkins.

17 March 1856.

Mr. A. Ridley.

Mr. A. Ridley.

17 March 1857.

1890. That I believe is almost without a dissentient voice. With respect to sailing-vessels, can you suggest anything?—You first conclude that they are to have lights.

1891. At present it is a bright light, and that is unsatisfactory?—I do not see why you are to have lights at all. I have seen at Crome 500 or 600 ships, each of the ships having a light, and making a great confusion.

1892. Admiral *Beechey*.] Have you been sent here by the shipowners' association?—Yes. I have been twenty-five years a member of the shipowners' association, they sent me a note to come.

1893. The *Chairman*.] What would you propose as to sailing-vessels? There is a great complaint as to them at the present moment?—I think, at present, the rule of sailing-vessels is, that they are to show a bright light where best seen, whenever in narrow water.

1894. Occasionally?—I think there is no great objection to that in the Channel, where the trade is limited; but on the north coast, place the light where you will, there will be a difficulty.

1895. Captain *Ellerby*.] From carrying the bright light?—Yes, whatever light it may be, it strikes me it will be very perplexing where there are so many on the north coast.

1896. The *Chairman*.] Do you propose to do away with the single bright light to show their position, with the immense fleet we have in the Channel?—In the Channel there is not much objection to showing a good light; if you make it general, it will apply to the colliers.

1897. We are making it a general question?—If it were insisted on that they should carry a light somewhere, then the question is, where would it be best seen?

1898. And what sort of a light would you show; would you substitute for the bright light, coloured lights which are very much subdued?—Perhaps a red light, or some other colour would be better than the faint white light.

1899. You are aware of the rule of steamers?—Perfectly.

1900. What would you say if the same rule were applied to sailing-vessels, without the bright light at the mast-head; the green and the red light to show the way the ship is going, the same as the steamers indicate their course?—Looking at the colliers which I have my eye on, they are badly manned, and they are not very intelligent men at times; I think there is a great risk of the boy putting the wrong light over at times, and a confusion in that respect. I think almost that one light would be better than so many. Take it for granted there may be three, four, five, six, or seven hundred ships, each with three lights.

1901. I said without the bright light, that only leaves two, and they can never see but one at a time?—That would be 600 or 700 lights.

1902. You never can see but one?—If end on you see them both.

1903. That would be steering right on to you?—It is the number that perplexes me.

1904. Captain *Sullivan*.] Perhaps you are not thoroughly aware of what it is so desirable to arrive at; on seeing the vessel, it is not the presence of the vessel that you only seem to think necessary, that is at present indicated by the white light; the great object is, that an approaching vessel is to know which way she is going; it is to know which way her head is?—Yes.

1905. That is the important point, it is to arrive at that; that is the object if any different light is to be fixed on?—Yes.

1906. The *Chairman*.] One red light would not tell you any more than the bright light, which way she is going?—I am aware of that; I think if you are of opinion that any light is necessary, I think the red and green light would be more desirable. It would also show that she is not a steamer, for want of the mast-head light. I do not give any decided opinion upon it; but I think if they are to carry any lights at all, that is the best thing that I can imagine.

1907. The same rules applied to sailing-vessels as to steamers?—Yes.

1908. Not to show the tack she is on, but the way she is steering?—Quite so.

1909. Otherwise we might have her on an opposite tack, which would lead to great confusion?—It would show which way her head was, at all events, and, knowing which way the wind was, that would show which tack she was on.

1910. Without any reference to wind or sail?—Yes.

1911. You would know which way she was steering?—I think I should.

1912. And if you had but one light, and you were running with the wind on the starboard quarter four points, or on the port quarter the same, you could not tell whether she was going to the right or the left?—No, I think that other suggestion is the best.

1913. You have had no experience as to what sort of vessels could carry them constantly fixed, small colliers for instance?—I was thinking of them, it is an important matter to them.

1914. It is your opinion we want?—If you insist on lights I might be satisfied with the green and the red lights, similar to what the steamers carry.

1915. I want to know what vessels should carry them and what not?—A collier should not.

1916. A collier in a strong breeze puts her bow under water, therefore it will be necessary for them to show them occasionally, and take them in again, so as not to have them washed away?—They get up time enough to show the light again.

1917. When it is not practicable to carry those lights in the smaller craft from the sea, then they should have separate lights on deck ready for showing one on the starboard side, put

put on the starboard side in the binnacle or companion, and the other on the port side. When a vessel is seen they would take that lantern out, and go and put it over the cat-head, if she happens to be seen on the starboard quarter; they would put it over a board that might be there, that it should not be seen on the opposite side; they would first put it out for a minute or two till the danger has passed, and then put it again in its proper place?—It is not often they dive so much.

1918. It may happen, therefore it must be provided against?—The foreyard arm would be too high.

1919. Captain *Ellerby*.] You could not screen it there?—No.

1920. The *Chairman*.] It must not be seen, it misleads directly if seen on the opposite side?—No doubt it would.

1921. Admiral *Beechey*.] Have you heard any complaints to the Shipowners' Society on the subject of lights since they have been established?—They are not all sailors, they do not understand it.

1922. You are not aware that any complaints have been made?—I think the coasting trade complained; the northern trade, they do not like the light, it is so perplexing.

1923. Have you any suggestion about expense?—I am not aware; I could not answer that question; generally they complain that they are obliged to carry lights from the confusion it causes.

1924. The *Chairman*.] They have been compelled to carry lights which they complain of themselves as being so uncertain?—Many cases have arisen as to whether the light they now show was shown at the right place; there have been cases at law on that point, many times they have come before me as arbitrator.

1925. That is the great point we want to obviate, that there shall be no litigation, that the responsibility shall rest on the person who does not show it in the proper place; we should like to hear what is the opinion of your committee?—They do not say anything about the Channel, it is the coasting trade where they are all brought to one spot at the same time, that is what they complain about.

1926. Do you think there would be more risk from a vessel's indicating which way she was steering?—I think the number of lights have not decreased but increased. I do not think the number of casualties have fallen off.

1927. Do you not think from the great increase in trade that is now becoming so enormous in the Channel, that something is absolutely necessary to be done?—It may be, but these things do not come up to what is hoped for from them; the per-centage of loss and casualties at sea, which is always a per-centage on the number of ships you have, has increased and not lessened.

1928. Admiral *Beechey*.] The number of ships have increased?—I am speaking of the per centage, if you have 2 per cent. on 3,000,000 of tons, you would have as much *pro ratâ* on 4,000,000.

1929. The *Chairman*.] Would you not take into calculation the facility of a steamer?—Yes.

1930. The steamer would like to know how a merchant vessel is steering?—Yes, I think so.

1931. Captain *Sullivan*.] You say that the loss has increased, you include wrecks at sea as well?—Everything.

1932. And has it since this rule for lights has been established that the per-centage has rather increased?—That is my opinion.

1933.

1934. The lights are only a question of collision; lights would only have reference to collisions, and would have nothing to do with losses by wrecks?—I think the number of collisions have increased; I am not thinking about wrecks.

1935. Admiral *Beechey*.] When you talk about collisions, you forget it was not until lately that collisions were required to be reported. Since the Steam Navigation Act passed, owners are compelled to report accidents at sea; the consequence is, that you have a more perfect return than you ever had before?—There have been published returns for a great number of years.

1936. Not of collisions?—Yes.

1937. The *Chairman*.] Have you any suggestion to make as to carrying lights when at anchor in sailing-ships?—I think it ought to be well lighted at the mast-head.

1938. Do you think it necessary they should carry lights when at anchor?—It might be necessary in certain places.

1939. You have had no experience as to that yourself?—No.

1940. Have you heard anything from the owners or masters of ships upon that?—Although I have not been at sea for many years, I have been as much engaged in shipping as ever I was in my life.

1941. It has been established that they shall carry a bright light when they come to an anchor since 1852?—Yes.

1942. Have you heard any complaint or remark to lead you to come to any conclusion?—I think it might be necessary at certain places; I do not think it necessary at all places. The order is universal now.

1943. Admiral *Beechey*.] Are you a shipowner?—I was until a few weeks ago.

1944. You were a shipowner?—All my life.

1945. What do you think would be the expense of a lantern?—If I were a shipowner I would not care about the expense of a lantern; the saving of the ship and cargo would weigh with me, and not a farthing light.

Mr. A Ridley.

17 March 1856.

1946. Do you think that is the case with all the owners of colliers and coasting trade?—It is a very poor trade.

1947. What expense do you think they would object to?—They would not care how little it was. I could not tell you what they would like. I am told the freight from the north with coal is only 6 s. 6 d. a ton, and 200 times 6 s. 6 d. is not much.

1948. The *Chairman*.] The first cost would not be felt so much, it would not exceed 3 l. or 4 l.?—They would look at it very closely; at the present time I think they can afford nothing. I do not think they get anything out of it.

1949. The expense of two lights would be about a 1 s. or 1 s. 2 d. a night?—They are only two or three nights at sea.

1950. At pre-ent they are bound to carry one, so that it would be an increase of 6 d. or 7 d. a night?—That could not be a great consideration.

[The Witness withdrew.

Captain Nairn, Member of the General Shipowners' Society, Examined.

Capt. Nairn.

1951. The *Chairman*.] DO you belong to the Shipowners' Society?—I do.

1952. Have you been at sea yourself?—Yes.

1953. Since 1852, when the Act was passed?—No, I have not been at sea since 1836.

1954. Have you been conversing with the captains of vessels?—Yes, I have had a good deal to do with them; I have been obliged to do that from being a Director of the Peninsular and Oriental Steam Packet Company.

1955. We consider that it is unnecessary to ask you any questions respecting steam-vessels' lights, our great object is to ascertain what will be the best mode for sailing-vessels. It has been represented to us that the present regulation is unsatisfactory; can you give any opinion of what is found to be the result by your society on that subject?—It is a very difficult thing, I should think, to legislate upon; with the large ships, I think, there can be very little difficulty; I think the great point is the small vessels.

1956. How far down would you go in the small vessels?—When you come down to the colliers or coasting vessels.

1957. Of 200 tons?—Of 200 or 250 tons. I think you will find directly that it is difficult.

1958. From what cause?—You want to get rid of this bright light.

1959. We want to indicate the way the ship is going?—You can only do that by the lights in the same way that you do with steamers. You have only to choose between red and green lights. If you have the small vessel, I do not see where you can place them, because, if they are loaded, they will be so very low down they will hardly be seen; therefore the question is, whether a bright light in that case would not be better.

1960. Will a bright light show which way the vessel was going?—No, it will not.

1961. That is what all steamers want to know when they see a vessel, which way she is going?—Yes, that is what they want. Though I am very much engaged with steamers, I must say if you could make them go a little slower when they do see a vessel, it would have more effect than all the lights.

1962. On passing and seeing ships at night that they should slacken?—In all narrow channels they ought to go a little slower.

1963. What limit would you put upon them?—If you bring one of these large ships down to what they call half-speed, it would only be seven miles an hour; I have seen them go less than six.

1964. Would you fix it in narrow water that they should not exceed seven knots?—I would hardly say that, because some steamers are not very well manned; and in these large ships, if you happen to stop your engines, you cannot get them to go on again for a minute or so if you come to half-speed. However, as to the lights, I think it would be a remarkably good thing if you had the lights fixed. I think you will never do it by holding them up; there will be a constant confusion.

1965. Supposing they were compelled; and when it is not possible to carry them fixed, that there shall be two lanterns carried on deck, one for the starboard side and the other for the port side in the companion, to be shown whichever side she is until the danger has passed; that they shall be by law compelled to keep those two lanterns always ready to be exhibited whenever they saw a light on the port or starboard side, which light shall be so screened as that it shall not be seen on the opposite side?—If you can get that done it will answer where you cannot get them fixed in the small vessels; I think you cannot get the men to attend to them sufficiently.

1966. If it be law, and they have to pay the penalty, will not that make them attentive hereafter?—Yes, I dare say it will, after some experience.

1967. We cannot overcome the inattention and negligence; it is for the want of a look-out that collisions take place?—I think there is a great want of a proper look-out on both sides, both on the sailing-vessel and the steamer. Two or three years ago I thought the bright light would have been quite sufficient, but I have heard so much about the confusion of lights, that I am afraid it will not do.

1968. Captain *Ellerby*.] It has been tried, and found wanting?—Yes.

1969. The *Chairman*.] Have you come prepared from the Shipowners' Society to make any suggestion to us on this subject?—No.

1970. You

1970. You are only giving your own opinion?—I have not seen any of the Shipowners' Society since I got the note on Friday night to say that I was required to come here.

1971. What do you think with respect to expense?—Shipowners always cry out at expense, there is not the slightest doubt about that; expense is one of the first things the shipowner cries out about.

1972. What do you suppose would be the expense of carrying a light, at the present moment they are compelled to carry one. Suppose they had to carry a second light, what would be the expense?—I cannot say at all.

1973. Would the expense be 6*d.* or 8*d.* a night?—I should think that would not hurt them at all.

1974. The first cost of the two lanterns are the red and the green lights, what do you suppose you would get a red and green light for?—I have no idea; I cannot conceive.

1975. What should you say for the two lights to 3*l.* or 4*l.*; do you think that is a sum could be objected to as a security for vessels?—If you come to who it affects, it affects all vessels, even fishing smacks; they will cry out monstrosly at that, I am quite certain, because it goes down to those boats during the herring season; you will have the herring boats, they carry great flaring lights, a kind of flambeau which they show. That is a good deal of money for these people; the large shipowners of course will say nothing about it.

1976. It will cost them 1*s.* a night?—They will complain of it, but they ought not, it is giving them great security.

1977. Captain *Sullivan*.] The present light must cost half that at least?—It is of no use talking about their complaining, they will complain. If there is a new invention comes out at any time, the first thing is, what is the cost of it.

1978. The *Chairman*.] Our object is to carry out something that will be beneficial, and as economical as possible; to meet with as few objections as possible; have you given any consideration to the subject, or heard anything as to carrying a light at anchor; the present law is, that they shall carry a bright light at the mast-head?—That in general will do very well; but on the north coast the confusion of lights is so great that there is a difficulty; still, I do not see that you can have anything better.

1979. What do you think of the exhibition of a red light?—Perhaps a red light would do better.

1980. A more subdued light, and perhaps more even?—Of course it would be pretty high, and there would be no mistaking it for a steamer's light; they would carry it pretty high at anchor; that might do better than a bright light. It is a very common thing for the Scotch steamers in the Yarmouth Roads to go outside of all; they will never venture through the lights, they go right outside altogether; and when there were no lights at all, they never thought of going through at night; they were afraid.

1981. Admiral *Beechey*.] Do they ever go through now?—Very seldom, even now.

1982. The *Chairman*.] As to vessels running in for an anchorage among them there, the lights might be very beneficial?—Yes, it would be.

[The Witness withdrew.

Captain *George Denny*, Member of the General Shipowners' Society, Examined.

1983. The *Chairman*.] DO you belong to the Shipowners' Society?—Yes.

1984. Have you heard of any complaints respecting the lights that are shown by night by sailing-ships?—The subject has not been brought before us as a Shipowners' Society; we hear of it cursorily seeing ship-masters and others, but not brought officially before us.

1985. Have you given your mind at all to the subject?—I have been long from sea now. It is a subject when one is at sea that one thinks more about than when you are off the sea. I am afraid I cannot give you any valuable information; and when I came here to-day I scarcely knew why I was requested to attend.

1986. We want information before we can do anything?—It is more with the view of our knowing what your intentions are, and to give our consideration to those intentions.

1987. It has been suggested that sailing-vessels should carry the same lights as steamers, with the exception of the mast-head light, then they would be known, and that the same rules should apply to each?—Certainly the present law for sailing-vessels carrying one light is no good at all, except to say that there is a ship or something there; but if they have a light like the steamers, a different colour on the different bows, it will show which side is presented to you, and I think that will be a wise measure. Shipowners are jealous of expense, but the saving of one ship would make up for all the lamps; and my opinion is, that the only way to tell the position of a sailing-ship is to have a light on each side; if they had another light to show on the quarter, that might be better still.

1988. We wish to effect a benefit, but at the same time to be as economical as possible?—When they are under-way at night, it is of more importance to save the ship than to save 6*d.* in a light.

1989. You do not think 6*d.* or 1*s.* a night would be considered an objection to carrying these lights?—They study every shilling expense, I am aware of that, but at the same time I think the objection should be overruled if it is essential to the safety of ships. That would meet the approbation of the Shipowners' Society. Anything that could possibly preserve ships from destruction and loss of life, I think would meet with the approbation of the City people.

Capt. *Nairn*.

17 March 1857.

Capt. *G. Denny*.

Capt. G. Denny.

17 March 1856.

1990. Going down to the colliers, do you think it would be objected to in the small coasting craft? Do the Shipowners' Society represent the colliers?—I cannot say we represent many of the colliers. I do not think they subscribe to the Shipowners' Society.

1991. Do you think lights could be carried permanently or fixed in the small craft?—They may happen to be put out in a gale of wind.

1992. Do you think it would be objectionable, when it is not practicable to carry them fixed, that they should be portable, they having two lights on deck constantly lighted and ready, the green for the starboard and the red for the port, and whenever they see a vessel then to show it and take it in again after the danger is over?—I think so, decidedly.

1993. Not the same lantern to be the subject of shifting the glasses, but two separate lanterns, one kept on one side of the vessel, and the other on the other?—I think they ought to be carried permanently when practicable.

1994. Admiral Beechey.] For a certain time?—Would you limit it? If they like to run the risk, let them. It is very certain that a ship of 50 or 60 tons cannot hurt a large ship, and if she does not conform to the regulations she must run the risk.

1995. It would not be right to inflict the penalty on the vessel that showed an occasional light, if it is such weather that she cannot carry the fixed light. By showing the light they should still be considered as keeping up a fixed light. The penalty would be, the cost which in a court of law she would be condemned in?—That is to say, if you do not choose to carry these lights recommended by the Admiralty, take the responsibility on yourself. I think there is no doubt about it. They are constantly coming in collision, and something must be done. If your idea is to have the same lights as steamers, I think it will necessarily present which side of the ship is towards the steamer, so as to know which way she is going.

1996. The *Chairman*.] Have you given your attention at all as to carrying lights at anchor? The present rule is, that you shall carry a bright light when at anchor, at the mast-head?—It would be rather inflicting too many lights on ships.

1997. The others are put out when they come to an anchor?—There are too many lanterns. If you have a red light, and you could make use of it when at anchor, I think it would be better than having other lanterns, merely shifting and hoisting one to the peak.

1998. The light you have to show at the bow would not do to hoist at the mast-head, that would only show one side of the vessel?—No, it is not to be round.

1999. That must be screened, or else it would lead to collisions?—That would involve, perhaps, two more lanterns.

2000. It is at present the law there is to be one light at the mast-head; would you continue that law as to the bright light, or would you have a subdued light, the red light. Even then you must have a separate lantern, inasmuch as it must be seen all round the compass?—A plain white light, I think, is the best; that would involve three lights for every merchant ship.

2001. Two would be always kept on deck and one bright light in the cabin, to show a bright light when at anchor?—Yes. I think the shipowners would prefer a bright light.

2002. In preference to a red?—It would mark the distinction of a ship at anchor and a ship under way.

[The Witness withdrew.

[Adjourned till To-morrow, Eleven o'clock.

Sixth Day.—18 March 1856.

PRESENT :

Rear-Admiral Sir H. D. CHADS, K.C.B., Chairman.

Rear-Admiral Beechey.

Captain B. J. Sullivan, R.N., C.B.

Captain H. Harris, R.E.I.C.S.

Captain S. Ellerby, Trinity House.

Mr. R. W. Hamilton, Secretary.

Mr. Joseph Wells, Branch Pilot of the East India Company; Examined.

Mr. J. Wells.

18 March 1856.

2003. The *Chairman*.] YOU are a branch pilot of the East India Company?—Yes.

2004. How long have you been a pilot?—Thirty-nine years next June.

2005. Of all sorts of vessels, sailing and steam?—Yes; the latter part of my servitude I have been mostly in command of a pilot vessel.

2006. Have you turned your attention at all to the subject of the lights for vessels at sea to prevent collisions?—No, I have not given it any consideration. The rule out in India, as regards lights, is very much the same as here. I have not had anything to do with this part of the world at all in shipping.

2007. You

Mr. J. Wells.

18 March 1856.

2007. You are one of the Hoogley pilots?—Yes.

2008. Do you have many collisions on the Hoogley?—Very few, comparatively speaking.

2009. What is the cause of them principally?—From a variety of causes. The vessels in the Hoogley are all under a pilot's charge.

2010. Do you have any collisions outside?—Very rare at sea.

2011. Among other vessels than the Company's do you hear of collisions?—There are some sometimes from obstinacy and other causes when on opposite tacks not giving way. It very often arises from that, and very often from a bad look-out.

2012. You know what the present regulation is respecting sailing-vessels showing an occasional light. Can you suggest any improvement in that?—Nothing but a blue light; I find a blue light the best of all, it illuminates the vessel.

2013. You show large blue lights on the Hoogley?—We show those blue lights, and it shows exactly the position of the vessel; people very often in coming down at night mistake the position of the vessel.

2014. Two vessels meeting each other at sea, there would not be any time for burning blue lights?—It is the best in case there is any doubt in the person's mind which way she is going.

2015. Do you think any signal could be made to show the position with lights similar to steamers?—On the Hoogley we have nothing to distinguish which way a vessel is standing at all. We have always a light at the foremast-head in sailing-vessels. The steamers are the same as they are here.

2016. You would know a vessel in an instant coming down the Hoogley?—Yes.

2017. At sea how would you distinguish in your pilot-vessel when cruising; how do you know which way she is standing?—We have no lights to distinguish the tack at all.

2018. Do you think if a red and a green light could be established to show which way she was standing, that would be an improvement?—On a particular tack.

2019. You have nothing to do with the tack or wind, the same as in a steamer?—I thought you were speaking of sailing-vessels.

2020. I am speaking of sailing-vessels. Should you not know whether she was going to the right or the left if she showed a green or a red light?—Yes, if I knew the rule, if there was a rule.

2021. I mean as a rule, would not that convince you in a moment more readily than showing the tack? Suppose a vessel was running free towards you with the wind on the starboard quarter four points, or four points on the port quarter, you could not tell by seeing that light whether she was going to run into your right or left; but if you had a red light you would know which way she was standing?—I think it would be an advantage to have a light showing the way the vessel was standing or close hauled.

2022. It would not show that at all; it would only show how she was standing, without any reference to where the wind might be. Whether a steamer or a sailing-vessel, it would be the same except in the mast-head light, which a sailing-vessel would not have?—Yes, it would.

2023. With respect to anchoring, what do you suggest to indicate the position of the vessel at anchor?—Light at the starboard foreyard-arm.

2024. What sort of light?—A common white light on the starboard yardarm for vessels anchoring in the river. That is the rule in India.

2025. Why have you fixed on the starboard foreyard-arm; for any reason, or only to have a certain position?—There is no particular reason for it, any further than to show that the vessel was at anchor.

2026. You would know by the stream of the river which way she was?—Just to denote the vessel was at anchor.

2027. Whether her head was from you or to you, you would only know from how the tide was running?—Yes.

2028. Do you prefer a bright light to a red light?—I think so.

2029. You have not had any experience on the coast of England as to designating a pilot-vessel. Do you think it would be advantageous that there should be a signal for all pilot-vessels to show that they have pilots on board?—I should think so; out there we have always a light up at the mainmast head.

2030. But so many vessels carry a light at the mainmast head?—We always show a torch and a blue light to denote we are a pilot-vessel.

2031. Everybody knows them?—I believe our blue lights are the best, I have never seen anything like them; they are made up in barrels, and are put into a bag; we burn it in a ladle and set fire to the bag; what they call the moroon or floating light; they show the same blue light as we do. We always keep continually showing this torch-light to attract a stranger towards us, and as I before said, when she is getting very near we very frequently give them a blue light, which illuminates the vessel and shows what she is doing and the position she is laying in.

2032. You have no other suggestion to make to us upon this question?—No, I think it would be highly necessary that the pilot-vessels on the coast should have some light to distinguish them from other vessels; of course as you say, there is not always time to show a blue light.

2033. There is what we call a flash light, a turpentine light that is spoken of highly?—I have seen them, but there is nothing to surpass the blue light in case of falling in with a vessel at night.

Mr. J. Wells.

18 March 1856.

2034. Taking Liverpool, where there are forty or fifty vessels going in at the same time and all flashing, it might be going all night, and you would illuminate the place with the blue light?—I would not show them only in case of necessity, only where there is a doubt.

2035. Do you know the flash lights?—I do not think much of them.

2036. Captain *Sullivan*.] They are a very cheap light, that is all?—Yes, they are a very cheap light, and of very short duration; we tried them on board our vessels; they contended that it would surpass our moroon, but it was given up; there is no comparison at all as far as the light is concerned. I suppose it was to try the experiment.

2037. If you had anything like a blue light or a flash light for pilot-boats as a signal you must insure their being readily shown and prevent any other vessel using those lights, or else you would not know the pilot-boat. Suppose a rule is established that a sailing-vessel shall show the red light on the port side, and a green light on the starboard side, either fixed or by hand, to denote which way her head was, and supposing those lights were established equally for pilot-boats with the addition of a white light ten or twelve feet before it horizontally, such as the Liverpool pilot-boats use, do you not think that would do?—I would only give her one light, and that would make her different from any other vessel.

2038. You would not know by one light which way she was standing?—No.

2039. If she showed the green and the red light on her sides like another sailing-vessel, you would know which way she was standing?—Of course.

2040. And if a white light was added either before or abaft that coloured light that would distinguish it?—The question is, where would you place those lights in a sailing-vessel?

2041. The *Chairman*.] Why should they not be fitted the same as a screw-vessel or sailing-vessel; if they can be done in one vessel they can be done in another, they are sailing-vessels to all intents and purposes?—Yes.

2042. Captain *Sullivan*.] The vessels that could not fix them could carry them?—Yes.

2043. The Liverpool pilot-vessels carry a fixed box in their side like a steamer and keep their light burning there; they keep a green light and a white light; they have a box on either side into which they shift the green light, and they show a white light, which is the Liverpool signal that they are the pilot-boat. Suppose the white light was added so many feet either before or abaft, do you think that is sufficient to indicate the pilot-boat, leaving them still to use the flare-light as they thought proper?—A pilot-vessel is generally on the look-out, and she can pretty nearly tell how vessels are coming; I think that she ought to have a light to denote to people that she is a pilot-boat.

2044. I want to know if the horizontal light, the white and green, or the white and red would not answer that purpose?—I think not.

2045. What is the objection?—It would always depend on the position of the pilot-vessel, you could not always see it forward, for instance she might be lying athwart the Channel, and the ship approaching would not be able to see those lights.

2046. Suppose there is a red light exhibited on one side, and the green on the other, if a white light is shown forward on either side to a vessel coming down on your broadside or on your quarter, whichever it was established, forward or aft, the light being green or red would show you which side you were on?—I would suggest the other light should be aft. I think it would be of great advantage to have a distinguishing light as I said before, but I do not think too many lights on board of a pilot-vessel would be good.

2047. It would be two on one side or on the other side whichever way she is lying?—And denote how she was lying.

2048. There would be only two displayed to the eye?—Yes, and instead of showing the other light forward, I should think it would be better aft.

2049. Captain *Ellerby*.] If you saw two lights, would you not immediately say that is a pilot-boat?—Yes, it would be of great use to the commerce of the port, no doubt.

2050. The *Chairman*.] Most of the ports in England have a peculiar system of their own?—Yes.

2051. And we wish to assimilate them all?—I have never gone up the English Channel but twice in my life, so that I cannot speak as to my own observation.

2052. Captain *Harris*.] Have you altered the outer floating light in the Hoogley?—We tried an alternate light; so many panes in the lantern red, and so many white, and we found the red was much more dull than the plain white light; we have no colour in the floating light now; it is the same light as travels up and down the mast.

2053. It is not a revolving light?—No, it is a fixed light; they thought the red light would show at a greater distance, they found it would not, and it was given up.

2054. That was to distinguish the outer and the inner light?—Yes, we found it could be seen only about half the distance; we tried it and we went away from it; a vessel was sent to ascertain the distance, and it was found that it was destroying a very useful light.

2055. Captain *Ellerby*.] You would see the one light four miles and a half, and the other nine miles?—Yes, they have discontinued it.

2056. With one a revolving and the other a fixed light you would have the difference?—It was to show a difference between them.

[The Witness withdrew.]

Mr. *Edmund Bartlett*, Branch Pilot of the East India Company, Examined.

2057. The *Chairman*.] YOU are one of the East India Company's pilots?—Yes, a branch pilot.

Mr. *E. Bartlett*.

2058. For the Hoogley?—For the Hoogley.

18 March 1856.

2059. Have you had any experience of the English Channel?—None at all.

2060. Have you ever given any attention to the subject of carrying lights in sailing-vessels?—Yes.

2061. Do you know the present system of one bright occasional light when a vessel is seen?—We carry a light at the fore.

2062. Constantly?—Yes, running before the wind, but on the wind we carry two lights, one on the weather bow cat-head and another on the lee bow cat-head.

2063. Captain *Ellerby*.] What sort of light?—Two bright lights.

2064. The *Chairman*.] You know the light established by the Admiralty is an occasional light upon seeing a vessel; you are aware of that?—I do not know the orders of the Admiralty.

2065. Have you anything that you can suggest as an improvement for sailing-vessels?—Carry it at the mast-head.

2066. Can you tell by seeing a light at the foremast-head, which way a vessel is standing?—On sighting a vessel we generally show a blue light or a torch as far as we are concerned; a ship approaching us shows a torch or blue light; a torch of some description to give us warning, and we reply to it.

2067. In dark dirty weather when approaching each other close is it not desirable the instant you see her to know which way the vessel is standing, whether to the right or to the left?—Either on the port or starboard tack.

2068. Which way she is standing is what you want to know; you do not care whether she is running free, or how she is running?—I would have a light at the fore and another one at the peak-head to mark the stern.

2069. Have you thought as to the lights carried by steamers, whether the same lights might not be used for sailing-vessels; to carry a green light on the starboard-side and a red light on the port side; you see a vessel with the green light towards you, you know instantly she is going away to your right, and if you see a red light, you know that she is standing away to your left; would you not know instantly on seeing those, which way she is going?—I should think so.

2070. Would not that be a great guide to all vessels meeting at sea?—Yes, but a green light is not seen until a ship is very close.

2071. It can be seen as soon as the red light?—Not quite so soon.

2072. Captain *Ellerby*.] It is a lighter colour than red, and you would see it rather farther off of the two?—It may be so.

2073. The *Chairman*.] Do you think showing those lights would be an improvement in the mode at present adopted showing a light at the fore mast-head?—I think it would be an improvement; we have been in the habit of showing those lights.

2074. There have been so many collisions, that it is thought necessary to see if an improvement can be made; we want to improve the present system, to prevent the accidents that have occurred?—I think by placing a light at the cat-head where best seen.

2075. Not where best seen, it must not be seen on the opposite side; with respect to vessels at anchor, how do you think is the best way of distinguishing their position?—Carry a light at the starboard foreyard arm.

2076. To carry a light at some fixed point that everybody may know that it is in that position?—If it is a positive peremptory order.

2077. There is no particular ground for fixing it at that point beyond any other; suppose you said the port side, it would be the same thing as long as it was given as a law?—Yes, as long as it was given as a law.

2078. You do not think that place has an advantage over any other place, so that it is not obscured by the masts or rigging?—Yes.

2079. What light do you think best for showing that light? We have had before us the question of red and white. Which do you prefer for vessels at anchor, red or white?—I should say a bright light.

2080. You would prefer that?—Yes.

2081. Do you think it would be advantageous to establish a distinct signal for pilot-vessels to carry, to show that they have pilots on board, so that all vessels making for a harbour should know the pilot-vessel from all others?—They do carry torches and blue lights.

2082. In all countries almost, do they not have flash lights of some sort or other?—Yes.

2083. Would it not, in addition to having flash lights, be desirable that you should know a pilot-vessel when you saw her?—There is a floating light at the Channel and another one at the cruising station.

2084. You are speaking of the Hoogley. I am speaking in a general sense of all ports; at Bombay there should be the same signal as on the Hoogley; in fact, through all the British ports in the world, that there should be a uniform system of knowing a pilot-vessel from another?—A blue light would do it.

Mr. *E. Bartlett*.

18 March 1856.

2085. How would you know when a vessel showed a blue light, whether she might not be a vessel wanting a pilot, instead of having a pilot?—Then carry two lights at the mast-head.

2086. Suppose it be established that all vessels shall carry a red and green light, the same as steamers, one on the port-bow and the other on the starboard-bow. Suppose it be established that pilot-vessels shall carry the same, and in addition to that, you add a bright light a few feet before or abaft it, horizontally. There are two lights seen, a bright light and a red light, or a bright light and a green light, according to the way the vessel is standing; a vessel wanting a pilot will say "There is a pilot vessel," she will also show her flash light when she thought proper?—The vessel should carry a bright light at the head.

2087. If your vessel should be compelled to carry a green and a red light, like all other vessels that may be on the ocean of the British flag, will it not then designate your vessel if you show a second horizontal bright light with those lights?—Yes.

2088. Using your blue lights and your flash lights, or whatever it may be, as at present?—Yes.

2089. Do you think it would be a desirable thing to have a uniform system for pilots at all ports?—Yes.

2090. That is what is established at Liverpool, but at other ports they have a different signal; every port has their own signal the same as yourselves?—I think it would answer, but we can carry our other lights at the same time at the mast-head if necessary.

2091. You would not want it then, you know, because you would make yourself like a steamer; it would be carrying three lights; it would be multiplying your lights a good deal?—Yes, I should say that would answer.

[The Witness withdrew.]

APPENDIX to the REPORT and MINUTES of EVIDENCE on LIGHTS.

Sir,

Trinity House, 16 April 1856.

Appendix.

HAVING submitted to the consideration of the Elder Brethren of Trinity House the Report of the Committee appointed to inquire into the expediency of altering the present system of lights, established for steamers and sailing-vessels, together with the Minutes of Evidence taken before the said Committee, which accompanied your letter of the 5th instant,—

I am directed to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the Elder Brethren entirely concur in the recommendation of the Committee, and in the Regulations which have been submitted for their Lordships' approval consequent upon this inquiry.

Thomas Phinn, Esq.

I have, &c.
(signed) *P. H. Berthon.*

LIGHTS FOR STEAM AND SAILING
VESSELS.

COPY of the REPORT of the COMMITTEE
appointed by the LORDS COMMISSIONERS of
the ADMIRALTY to Inquire into the Expediency
of altering the present System of LIGHTS
established for STEAM and SAILING VESSELS,
together with the MINUTES of EVIDENCE
taken before the Committee.

(Mr. Lowe.)

Ordered, by The House of Commons, to be Printed,
21 July 1857.

[Price 10d.]

196—Sess. 2.

Under 16 oz.

MERCANTILE MARINE FUND.

1 8 5 6.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act
17 & 18 Vict. cap. 104, sec. 429, showing the INCOME and EXPENDITURE
for the Year 1856.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed,

11 May 1857.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, showing
of Net Income since Received, and how the same

R E C E I P T S.	EXCHEQUER BILLS.			CASH.		
	£.	s.	d.	£.	s.	d.
For Balances on hand 1st January 1856, as shown in preceding Account -	150,000	-	-	117,647	-	6
For Interest received on Exchequer Bills - - - - -	-	-	-	5,084	8	5
For Exchequer Bills Purchased (<i>see contra</i>) - - - - -	100,000	-	-			
For Excess of Income over Working Expenditure for the Year ending 31st December 1856, as shown in Account (A.) in the Appendix, page 4 - -	-	-	-	165,137	16	11
	£.	250,000	- -	287,869	5	10

Board of Trade, }
May 1857. }

the BALANCE of CASH and the AMOUNT of EXCHEQUER BILLS held on 1st January 1856, with the Amount has been appropriated, made up to the 31st December 1856.

P A Y M E N T S.			EXCHEQUER BILLS.			CASH.		
			£.	s.	d.	£.	s.	d.
Paid for the Purchase of 100,000 l. Exchequer Bills, as shown on the other side			-	-	-	101,741	-	10
Paid the Trinity House Corporation for Balance of the Deficiency in the Cinque Ports Pilots' Fund, pursuant to the 8th Section of Act 17 & 18 Vict. c. 120			-	-	-	9,619	-	-
Paid Interest on Debt of 14,000 l., due from the Commissioners of Northern Lighthouses to the Treasury			-	-	-	250	-	-
Paid by the Trinity House Corporation for Pensions granted before 1st October 1853, for 4 Quarters			-	-	-	16,766	9	6
Paid for New Works in Building Lighthouses, &c., as shown in Statement (B). in the Appendix, page 5			-	-	-	51,952	18	11
Paid Expenses of Investigations into the conduct of Masters and Mates			-	-	-	165	17	10
Paid Expenses of Life Boats, Apparatus for saving Life, and Gratuities for saving Lives during the year 1856			-	-	-	2,603	18	2
By Balance unappropriated			250,000	-	-	104,770	-	7
		£.	250,000	-	-	287,869	5	10
PARTICULARS of the above BALANCE:								
In the hands of the Paymaster-General			250,000	-	-	52,229	15	7
" Shipping Masters			-	-	-	6,475	8	7
" Receivers of Wreck			-	-	-	1,153	3	1
		£. s. d.						
" Trinity House		38,780 19 8						
" Port of Dublin Corporation		8,032 8 4						
" Commissioners Northern Lighthouses		7,641 15 11						
Advanced on account of Vote for Relief of distressed Seamen		621 14 -						
" for Naval Services for the maintenance of the Warner Light		740 - -						
						55,817	17	11
DEDUCT,		£. s. d.						
For Amount to be repaid for Nautical Schools		1,435 4 4				115,676	5	2
" " to Merchant Seamen's Fund		947 17 7						
" " to account of Wages and Effects of Deceased Seamen		1,232 10 9						
" " to Commissioners of Inland Revenue		763 - 11						
" " to Receiver of Fines for the Crown		512 - -						
" " on account of unclaimed Wreck and Salvage		1,081 14 2						
" " for Seamen's Wages in Suspense		36 6 6						
" " for Balance of Compensation received for Claims in <i>Re</i> ship "John"		148 14 11						
" " for Compensation in <i>Re</i> ship "Hy-men"		3,276 4 10						
" " for Money Orders unpaid*		1,365 11 4						
" " for Seamen's Savings Banks		106 10 3						
						10,906	4	7
		£.	250,000	-	-	104,770	-	7

* Note.—Statement of the Money Orders issued to Seamen, and paid to them and to their families, under the 177th sect. of the Merchant Shipping Act, from the 1st January to 31st December 1856, viz.:

179 Money Orders, unpaid 31st December 1855	-	-	-	£. 2,287 11 10
12,072 " issued in 1856	-	-	-	139,495 - 4
12,231				141,782 12 2
12,095 " paid in 1856	-	-	-	140,417 - 10
156 " outstanding 31st December 1856	-	-	-	£. 1,365 11 4

H. R. Williams, James Booth.
Accountant.

Appendix.

Account (A), referred to at page 2.

AN ACCOUNT of the GROSS INCOME and WORKING EXPENDITURE of the MERCANTILE MARINE FUND, for the Year ending 31 December 1856.									
INCOME.					EXPENDITURE.				
For Fees, &c. received under the Merchant Shipping Act, as per Account (C.) page 6					£.	s.	d.		
					45,205	16	-		
For Light Duties received; viz.									
					£.	s.	d.		
Per Trinity House Corporation					-	-	-	139,508	7 11
" Port of Dublin Corporation					-	-	-	38,139	6 5
" Commissioners of Northern Lighthouses					-	-	-	30,359	4 2
					353,808	3	1		
For Ballastage Rates received:									
					44,056	17	3		
Per Trinity House Corporation					-	-	-	-	-
					443,070	16	4	£.	
For Salaries and Expenses at the Shipping Offices at the various Ports of the United Kingdom, including salaries and fees paid to Surveyors of Steam Ships, as per Account (C.) page 6					-	-	-	28,896	16 4
For Expenses paid for the maintenance of Lighthouses, viz.									
					£.	s.	d.		
By the Trinity House					-	-	-	139,508	7 11
" Port of Dublin Corporation					-	-	-	38,139	6 5
" Commissioners of Northern Lighthouses					-	-	-	30,359	4 2
					208,006	18	6		
For Expenses paid on the Ballastage Rates:									
By the Trinity House Corporation					-	-	-	41,029	4 7
By Balance, being an excess of Income over Working Expenditure					-	-	-	165,137	16 11
					443,070	16	4	£.	

STATEMENT (B.), referred to at page 3.

STATEMENT of the SUMS expended for New Works in BUILDING LIGHTHOUSES, &c., in the United Kingdom, from 1 January 1856 to 31 December 1856.

NATURE OF WORK.	—	—
ENGLAND:	£. s. d.	£. s. d.
Gunfleet - - - - -	3,015 14 4	
Bishops Rock Lighthouse - - - - -	3,630 8 10	
Stones - - - - -	130 11 2	
Needles - - - - -	1,165 5 8	
Smalls - - - - -	2,478 12 6	
Whitby - - - - -	613 - -	
		11,033 12 6
IRELAND:		
Arran Islands, North and South - - - - -	4,827 18 3	
Beeves - - - - -	11 18 10	
Broadhaven - - - - -	8 7 6	
Dungarvan - - - - -	320 9 10	
Fastnet - - - - -	357 16 -	
Rathlin O'Beirne - - - - -	214 10 7	
Rathlin Island - - - - -	4,448 2 -	
Rock a Bill - - - - -	96 1 10	
Samphire - - - - -	12 13 6	
		10,297 18 4
SCOTLAND:		
Whalsey Skerries - - - - -	2,921 6 1	
Rona - - - - -	2,100 7 6	
Isle of Islay - - - - -	2,269 1 11	
Kirkabisterness - - - - -	672 10 11	
Oronsay - - - - -	1,536 11 6	
Ushenish - - - - -	2,946 1 4	
Sound of Mull - - - - -	2,017 16 8	
Kyleakin - - - - -	2,219 10 3	
Unst - - - - -	12,660 7 7	
Cantickhead - - - - -	1,277 14 4	
		30,621 8 1
	£.	51,952 18 11

MERCANTILE MARINE FUND.

1856.

AN ACCOUNT of the MERCANTILE MARINE
Fund under the Act 17 & 18 Vict. c. 104,
showing the BALANCE of CASH and AMOUNT of
EXCHEQUER BILLS held on 1 January 1856,
with the INCOME and EXPENDITURE from that
Period to 31 December 1856.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,

11 May 1857.

11.

Under 1 oz.

MERCANTILE MARINE FUND.

RETURN to an Order of the Honourable The House of Commons, dated 12 May 1857;—for,

RETURN “of all MONIES paid over to the Board of Trade on account of the MERCANTILE MARINE FUND, by the Commissioners of the Northern Lights, the Corporation for preserving and improving the Port of *Dublin*, and the Corporation of Elder Brethren of the Trinity House respectively, from the time of the passing of the Act 16 & 17 Vict. c. 131, transferring to the Board of Trade the Control of these several Boards, to the 31st day of December 1856; and the Total Amount of Expenditure for each Year of the Money so paid over to the Board of Trade for the respective Lighthouse Boards.”

COMMISSIONERS OF NORTHERN LIGHTHOUSES.				PORT OF DUBLIN CORPORATION.				TRINITY HOUSE CORPORATION.			
LIGHTHOUSES.				LIGHTHOUSES.				LIGHTHOUSES.			
Received from the Commissioners of Northern Lights by Her Majesty's Paymaster-General for the Board of Trade.	Paid to the Commissioners of Northern Lights by Her Majesty's Paymaster-General for the Board of Trade.	Received from the Commissioners of Northern Lights by Her Majesty's Paymaster-General for the Board of Trade.	Paid to the Commissioners of Northern Lights by Her Majesty's Paymaster-General for the Board of Trade.	Received from the Port of Dublin Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Paid to the Port of Dublin Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Received from the Trinity House Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Paid to the Trinity House Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Received from the Trinity House Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Paid to the Trinity House Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Received from the Trinity House Corporation by Her Majesty's Paymaster-General for the Board of Trade.	Paid to the Trinity House Corporation by Her Majesty's Paymaster-General for the Board of Trade.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1853 - -	20,634 13 5	14,234 13 5	13,455 16 2	12,840 8 9	57,292 6 2	76,900 - -	55,000 - -	10,100 - -	7,000 - -	10,100 - -	7,000 - -
1854 - -	28,607 7 1	57,907 7 1	138,289 6 5	57,292 6 2	49,592 6 2	284,330 3 9	217,716 8 9	47,444 6 7	45,600 - -	47,444 6 7	45,600 - -
1855 - -	28,381 14 2	46,381 14 2	43,807 - 4	49,592 6 2	15,717 19 -	274,899 4 7	229,196 17 6	40,950 - -	41,900 - -	40,950 - -	41,900 - -
1856 - -	31,500 - -	58,000 - -	15,717 19 -	46,800 - -	15,717 19 -	312,528 18 8	175,619 - -	45,707 17 6	43,300 - -	45,707 17 6	43,300 - -
TOTAL - £.	109,123 14 8	176,523 14 8	211,270 1 11	166,525 1 1	166,525 1 1	948,658 7 -	677,532 6 3	144,202 4 1	137,800 - -	144,202 4 1	137,800 - -

SUMMARY of RECEIPTS and PAYMENTS on account of LIGHTHOUSES.

	Received by Her Majesty's Paymaster-General, for the Board of Trade.	Paid by Her Majesty's Paymaster-General, for the Board of Trade.
£. s. d.	£. s. d.	£. s. d.
Commissioners of Northern Lights - - -	109,123 14 8	176,523 14 8
Port of Dublin Corporation - - -	211,270 1 11	166,525 1 1
Trinity House Corporation - - -	948,658 7 -	677,532 6 3
£.	1,269,052 3 7	1,020,581 2 -

SUMMARY of RECEIPTS and PAYMENTS on account of BALLASTAGE RATES.

	Received by Her Majesty's Paymaster-General, for the Board of Trade.	Paid by Her Majesty's Paymaster-General, for the Board of Trade.
£. s. d.	£. s. d.	£. s. d.
Trinity House Corporation - - -	144,202 4 1	137,800 - -

Board of Trade, 14 May 1857.

H. R. Williams, Accountant.

MERCANTILE MARINE FUND.

RETURN of all MONIES paid by Lighthouse
Authorities to the Board of Trade on account
of the MERCANTILE MARINE FUND, from the
time of the passing of the Act 16 & 17 Vict.
c. 131, to the 31st December 1856; and the
Total Amount of Expenditure of the Monies
so paid over.

(*Mr. Grogan.*)

*Ordered, by The House of Commons, to be Printed,
29 May 1857.*

MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND
WINDING-UP ACT, from 1st January to 31st December 1856; with an
ACCOUNT of the Sums Received and Paid for the Wages and Effects of
deceased Seamen in the Year 1856.

(*Pursuant to Acts 14 & 15 Vict. c. 102, s. 59, and 17 & 18 Vict. c. 104, s. 202.*)

Ordered, by The House of Commons, to be Printed,
11 May 1857.

FUND WINDING-UP ACT, from 1st January to 31st December 1856.

P A Y M E N T S.				
	£.	s.	d.	£. s. d.
By Amount paid for Pensions, including the sum of 531 l. 5s., granted by way of Annuity to the late Officers of the Trustees, whose offices were abolished	62,407	16	6	
By Amount paid for Commutation of Pensions - - - - -	4,865	-	2	
				67,272 16 8
By Amount paid for Salaries and Charges of Management - - - - -	-	-	-	269 8 7
By Amount paid into Her Majesty's Exchequer, being for the voluntary Contributions received in the Year 1855, from Masters and Seamen - - -	-	-	-	4,605 19 3
By Balance in hand 31st December 1856 - - - - -	-	-	-	41,384 16 11
P A R T I C U L A R S O F T H E A B O V E B A L A N C E.				
Cash in the hands of Her Majesty's Paymaster-General - - - - -	57,264	16	-	
Amount due from the Mercantile Marine Fund for Voluntary Contributions -	947	17	7	
	£.	58,212	13 7	
Less, Balance owing to the Secretary-at-War for Amount paid for Pensions and Expenses to 31st December 1856 - - - - -	16,827	16	8	
	£.	41,384	16 11	113,533 1 5

Board of Trade, 2 April 1857.

James Booth.

H. R. Williams,
Accountant.

ACCOUNT RELATING TO RECEIPT AND EXPENDITURE

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1855 and 1856.

Rate of Pension.	CLASS OF PENSIONERS.	1855.		1856.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 -	Masters - - - - -	264	1,795 4 -	212	1,441 12 -
3 8 -	Seamen - - - - -	414	1,407 12 -	285	969 - -
4 8 -	Widows of Masters - - - - -	200	880 - -	152	668 16 -
2 4 -	Widows of Seamen - - - - -	531	1,168 4 -	274	602 16 -
2 4 -	Children of Masters - - - - -	218	479 12 -	136	299 4 -
1 2 -	Children of Seamen - - - - -	639	702 18 -	208	228 16 -
		2,266	6,433 10 -	1,267	4,210 4 -

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1855 and 1856.

CLASS OF PENSIONERS.	1855.		1856.	
	Number.	Aggregate Amount of Pensions.	Number.	Aggregate Amount of Pensions.
		£. s. d.		£. s. d.
Masters - - - - -	131	632 7 -	125	745 19 7
Seamen - - - - -	547	1,458 19 -	313	1,056 1 2
Widows of Masters - - - - -	123	510 - -	273	969 14 7
Widows of Seamen - - - - -	774	1,196 7 -	731	1,450 16 10
Children of Masters - - - - -	236	646 5 -	505	893 17 1
Children of Seamen - - - - -	797	761 4 -	899	791 12 6
	2,608	5,205 2 -	2,846	5,908 1 9

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1855 and 31st December 1856; distinguishing between Men, Women, and Children, and between different Scales of Pensions, and the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1855.		1856.	
	Number.	Aggregate Amount of Pensions.	Number.	Aggregate Amount of Pensions.
		£. s. d.		£. s. d.
Masters - - - - -	1,560	8,825 1 3	1,647	9,520 13 8
Seamen - - - - -	3,990	12,672 5 4	3,962	12,585 4 2
Widows of Masters - - - - -	3,831	13,141 9 2	3,710	12,840 10 7
Widows of Seamen - - - - -	8,521	17,370 1 8	8,064	16,522 - 10
Children of Masters - - - - -	2,866	5,004 12 11	2,497	4,409 19 10
Children of Seamen - - - - -	5,462	5,537 2 2	4,771	4,974 5 8
	26,230	62,550 12 6	24,651	60,852 14 9

AN ACCOUNT of the PROPERTY and MONIES held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the under-mentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1856.

Sunderland	-	-	-	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a ground-rent of 5 <i>l.</i> per annum. Cash received for Rent of 12 <i>s.</i> per annum from the Inmates, and sundry other Receipts (including last year's balance of 90 <i>l.</i> 7 <i>s.</i> 1 <i>d.</i>), 201 <i>l.</i> 8 <i>s.</i> 7 <i>d.</i> Cash paid for Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 100 <i>l.</i> 10 <i>s.</i> 1 <i>d.</i> Leaving a Balance in the hands of the Trustees of 100 <i>l.</i> 18 <i>s.</i> 6 <i>d.</i>
Rye	-	-	-	Three Leasehold Cottages, subject to a Ground-rent of 13 <i>s.</i> 4 <i>d.</i> per annum. Cash received for Rent of 40 <i>s.</i> per annum (including last year's balance of 3 <i>l.</i> 9 <i>s.</i> 3 <i>d.</i>), 9 <i>l.</i> 9 <i>s.</i> 3 <i>d.</i> Cash paid for Ground-rent and Repairs, 7 <i>l.</i> 12 <i>s.</i> 8 <i>d.</i> Balance in hands of Trustees, 1 <i>l.</i> 16 <i>s.</i> 7 <i>d.</i>
Boston	-	-	-	Nine Almshouses. Cash received for Rent from Inmates, 8 <i>l.</i>, and Balance in hand last year, 1 <i>l.</i> 4 <i>s.</i> 11 <i>d.</i>; Total, 9 <i>l.</i> 4 <i>s.</i> 11 <i>d.</i> Cash paid for Insurance, Water-rate, and Repairs, 7 <i>l.</i> 0 <i>s.</i> 6 <i>d.</i> Balance in hands of the Trustees, 2 <i>l.</i> 4 <i>s.</i> 5 <i>d.</i>
Scarborough	-	-	-	Sixty-seven Dwellings, or Buildings, called the Seamen's Hospital and Trinity House. Bequest of 837 <i>l.</i>, 3 $\frac{1}{4}$ per Cent. Annuities. Cash received for Dividends, 48 <i>l.</i> 8 <i>s.</i> 10 <i>d.</i> Cash paid to Inmates of the Houses, 15 <i>l.</i> 13 <i>s.</i> 8 <i>d.</i>; Repairs, Insurance, and Expenses, 28 <i>l.</i> 14 <i>s.</i> 3 <i>d.</i>; Balance due to the Trustees last year, 32 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i>; together, 77 <i>l.</i> - <i>s.</i> 5 <i>d.</i> Balance due to the Trustees, 28 <i>l.</i> 11 <i>s.</i> 7 <i>d.</i>
Whitby	-	-	-	Fifty Tenements, called Seamen's Hospital Houses. Bequest of 300 <i>l.</i>, 3 per Cent. Consols. Also, 130 <i>l.</i> 1 <i>s.</i> 2 <i>d.</i>, 3 $\frac{1}{4}$ per Cent. Annuities. Cash received for Rent and Dividends (including 1 <i>l.</i> 14 <i>s.</i> 7 <i>d.</i>, last year's balance), 24 <i>l.</i> 0 <i>s.</i> 7 <i>d.</i> Cash paid, Insurance, Repairs, and Coals distributed to Inmates, 19 <i>l.</i> 13 <i>s.</i> 11 <i>d.</i> Balance in the hands of the Trustees, 4 <i>l.</i> 6 <i>s.</i> 8 <i>d.</i>
Liverpool	-	-	-	1,600 <i>l.</i> Bonds of the Corporation of the Town of Liverpool, received from the Committee of the Nelson Fund. Cash received for Interest on Bonds, including 29 <i>l.</i> 5 <i>s.</i> 10 <i>d.</i> for last year's Balance, and return of Income tax, 101 <i>l.</i> 3 <i>s.</i> 6 <i>d.</i> Cash paid to 16 Masters, 8 Widows, and one orphan of Seamen, 70 <i>l.</i> 10 <i>s.</i> Balance in the hands of the Trustees, 30 <i>l.</i> 13 <i>s.</i> 6 <i>d.</i>

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS received from the 1st January to the 31st December 1856, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

	£.	s.	d.
Balance in hand on 31st December 1855, as shown in the preceding Account	32,453	12	4
Amount received in 1856 from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 4,043 deceased Seamen - - - - -	33,437	14	8
	65,891	7	-
Amount paid in 1856 to the Relatives and Representatives of 2,080 deceased Seamen - - - - -	21,658	13	9
BALANCE remaining unclaimed on 31st December 1856 - - £.	44,232	13	3
Viz.—Cash in the hands of Her Majesty's Paymaster-General -	£. 42,116	3	8
Bills and Orders ditto, not yet paid -	£. 603	9	8
Due from the Mercantile Marine Fund -	1,256	7	5
Due from the Vote for the relief of } distressed Seamen - - - - -	256	12	6
	2,116	9	7
	£. 44,232	13	3

Board of Trade, }
2 April 1857. }

James Booth.

H. R. Williams,
Accountant.

MERCHANT SEAMEN'S FUND.

ACCOUNT of the Receipt and Expenditure under the SEAMEN'S FUND WINDING-UP ACT, from 1 January to 31 December 1856; with an Account of the Sums Received and Paid for the Wages and Effects of deceased Seamen in the Year 1856.

(Pursuant to Acts 14 & 15 Vict. c. 102, s. 59, and 17 & 18 Vict. c. 104, s. 202.)

Ordered, by The House of Commons to be Printed,
11 May 1857.

10.

Under 1 oz.

PILOTAGE.

A RETURN

— 1. —

“ Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities of the United Kingdom : ”

— 2. —

“ Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not : ”

— 3. —

“ Of the Service for which each PILOT or APPRENTICE is licensed : ”

— 4. —

“ Of the RATES of PILOTAGE for the Time being in force at the Ports under the jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage : ”

— 5. —

“ Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid ; distinguishing the several Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of different Classes of Vessels paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots ; and also the Amount paid by such Vessels (if any) as have, before reaching the Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities ; together with the Numbers of the Vessels of each of the several Classes paying such several Amounts as aforesaid : ”

— 6. —

“ Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.”

In continuation of Parliamentary Paper, No. 354, Session 1856.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

*Ordered, by The House of Commons, to be Printed,
8 May 1857.*

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" DOUGLAS, ISLE OF MAN - - - - -	{ Bye-laws - - - Names of Pilots - - - Rates of Pilotage - - - Pilotage Receipts - - - } 75
" KING'S LYNN - - - - -	{ Bye-laws - - - Names of Pilots - - - Rates of Pilotage - - - Pilotage Receipts - - - Account - - - } 76
" LANCASTER - - - - -	{ Bye-laws - - - Names of Pilots - - - Rates of Pilotage - - - Pilotage Receipts - - - } 77
" LIVERPOOL - - - - -	{ Bye-laws - - - 78—82 Names of Pilots - - - 82—86 Rates of Pilotage - - - Pilotage Receipts - - - Account - - - } 87 88
" LLANELLY - - - - -	{ Bye-laws - - - Names of Pilots - - - Rates of Pilotage - - - Pilotage Receipts - - - Account - - - } 88 89
" SWANSEA - - - - -	{ Regulations - - - 89—91 Names of Pilots - - - Rates of Pilotage - - - Pilotage Receipts - - - } 92

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					PAGES	
PORT OF ABERBROTHWICK	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - -	93 94
" ABERDEEN	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	94 95
" AYR	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - -	95, 96 66 97
" DUNDEE	-	-	-	-	Regulations - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	97 98
" ELGIN AND LOSSIEMOUTH	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	99
" GLASGOW	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - -	99 100
" GREENOCK	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	101
" IRVINE	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - -	102
" KIRKCALDY	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	103
TRINITY HOUSE OF LEITH	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - -	104—106 106, 107 107 108 109
HARBOUR AND DOCKS OF LEITH	-	-	-	-	Regulations - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - -	109, 110 111 112
PORT OF MACDUFF	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	112 112, 112
" PETERHEAD	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	113 114
" WICK	-	-	-	-	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - -	114

IRELAND.

	PAGES
PORT OF BALLINA - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - } 115
" BELFAST - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 116 } 117
" COLERAINE - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - } 117
" CORK - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Pilotage Receipts - - - - - } 118
" DROGHEDA - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 118 } 119
" DUBLIN - - - - -	Orders - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 120 } 121
" DUNDALK - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - } 121 } 122
" GALWAY - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - } 122
" LIMERICK - - - - -	Regulations - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - } 123
" LONDONDERRY - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 123 } 124
" NEW ROSS - - - - -	Regulations - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 124
" NEWRY - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - } 125
" SLIGO - - - - -	Regulations - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 125 } 126
" TRALEE - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 127
" WATERFORD - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 128 } 129
" WESTPORT - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 129 } 130
" WEXFORD - - - - -	Bye-laws - - - - - Names of Pilots - - - - - Rates of Pilotage - - - - - Pilotage Receipts - - - - - Account - - - - - } 130 } 131

A B S T R A C T

OF THE

RETURNS RELATING TO PILOTS AND PILOTAGE,

MADE BY THE RESPECTIVE

PILOTAGE AUTHORITIES IN THE UNITED KINGDOM,

In pursuance of the Merchant Shipping Act, 1854.

ENGLAND AND WALES.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

GENERAL REGULATIONS.

The Regulations issued down to 1854 will be found in Parl. Paper, No. 516, of 1855, pp. 1-7; and those issued in 1855 will be found in Parl. Paper, No. 354, of 1856, pp. 1-3. These Regulations remain unaltered.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

GENERAL ACCOUNT. - - - - -

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of

RECEIPT.

	£.	s.	d.	£.	s.	d.
Dividends :						
One year's dividend on 79,386 l. 18 s. 10 d., capital, New 3 per Cent. Annuities -	-	-	-	2,381	12	-
Dues and Rates :						
Amount received on annual renewal of licences to pilots in districts not under the superintendence of Sub-Commissioners (17 & 18 Vict., c. 104, s. 385) - -	804	18	3			
Poundage on pilots' earnings collected at London and the Outports (s. 385) - -	2,757	10	5			
Surplus rates of pilotage from ships not having British registers, nor being privileged by any Act or Convention, or Order in Council, to be charged with the British rates only, or not being within the terms thereof - - - - -	111	4	4			
Dues on turns of pilotage paid by pilots at the Cinque Ports - - - - -	1,818	17	-	5,492	10	-
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - -	-	-	-	798	-	-
Miscellaneous Receipt :						
Amount of balances proceeding from the receipt and payment of the pilotage of foreign vessels in the Port of London (s. 383) - - - - -	216	8	4			
Fees received on the issue and renewal of pilotage certificates (s. 343), and on grant of new licences (Order in Council, 1st May 1855) and extended qualifications for the Port of London and Channels leading thereto, and at the Outports - -	219	12	4			
Fines and penalties - - - - -	7	8	-			
One year's rent of cliff land at Dover, Income Tax deducted - - - - -	9	6	8			
One year's rent of meadow - - - - -	16	-	-			
Balance of fees on choice letters - - - - -	86	15	-	555	10	4
Amount received in repayment of Income Tax, deducted from dividends in the period from 1853 to 1856 - - - - -	-	-	-	266	4	7
				9,493	16	11
Amount received from the Mercantile Marine Fund, with the consent of the Board of Trade, in completion of the sum required to meet the deficiency in the funds of the Cinque Port Pilots, pursuant to s. 8 of the Act 17 & 18 Vict., c. 120 - - -	-	-	-	9,619	-	-
				19,112	16	11
Balance brought forward from 1855 - - -				85	5	10
Deficiency carried to next account - - -				495	11	9
	£.			19,693	14	6

Trinity House, London, }
25 June 1857. }

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

GENERAL ACCOUNT.

the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31 December 1856.

EXPENDITURE.

	£.	s.	d.	£.	s.	d.
Expenses of carrying the Act into execution :						
Salaries and allowances to officers in London and at the Cinque Ports - -	1,522	3	4			
Stationery, stamps, printing and incidental expenses - - - - -	444	16	6			
Law charges - - - - -	11	15	8			
Paid balance of expenses incurred in the valuation of the Fund - - -	225	-	-			
				2,203	15	6
Commission on surplus pilotage collected at the Outports - - - - -	-	-	-	-	12	10
Pensions and Allowances :						
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year at London and the outports (except the Cinque Ports) -	4,297	19	8			
To ditto at the Cinque Ports, to pilots in that district, including superannuation allowance to James Wood, formerly clerk in the pilotage station at Deal -	2,313	3	8			
				6,611	3	4
Almshouse establishment :						
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting thirteen almshouses - - - - -	586	19	5			
Cost of repair and maintenance of said almshouses - - - - -	83	6	6			
				670	5	11
Pilot stations :						
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet - - -				151	5	3
Payments to appointees of Cinque Port pilots on their decease - - - - -				143	-	-
Compensation for loss of office paid to Thomas Pain, Esq., Registrar, Dover, as authorised by the Board of Trade - - - - -				151	11	8
Amount paid for purchase of 11 <i>l.</i> 10 <i>s.</i> 7 <i>d.</i> annuity to Mrs. Norwood, widow of a pilot who had been dismissed the service - - - - -				143	-	-
Paid for the purchase of 10,273 <i>l.</i> 19 <i>s.</i> 3 <i>d.</i> capital, new 3 per cent. annuities, making the total capital stock 89,660 <i>l.</i> 18 <i>s.</i> 1 <i>d.</i> - - - - -				9,619	-	-
	£.			19,693	14	6

(E. E.)

P. H. Berthon, Secretary.
Jno. Inglis, Accountant.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

LONDON DISTRICT.

NAMES and AGES of PILOTS licensed for the *London* District.

NAMES.	AGES.	LIMITS OF LICENCE.	NAMES.	AGES.	LIMITS OF LICENCE.
Dumlin, Edw. Taylor	53	From London Bridge down the River of Thames, and the North, South and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.	Bishop, Thos. Charles	40	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, and in and out of Ramsgate Harbour.
Hindhaugh, William -	53		Boxer, Michael -	55	
Irvine, James -	56		Brack, George -	44	
Irvine, Peter -	45		Carter, John -	53	
Lowery, Thomas -	42		Clarence, Edw. Harper	60	
Strachan, Robert -	54		Clough, John -	49	
Aston, Edward Onslow	42	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.	Davie, William -	31	
Blyth, George -	43		Davison, John -	47	
Daines, William -	35		Daff, John Thomas -	35	
Glandfield, Fred. W. -	43		Emerson, Thomas -	68	
Harrison, Ralph -	55		Fairbairn, Wm. Thomas	49	
Jones, Thomas -	45		Garrick, Thomas -	39	
Martin, Mark -	35		Groves, Joseph Tatton	44	
Murray, Cuthbert -	62		Hales, Matthew -	59	
Paton, James -	41		Hambleton, Jas. Wm.	51	
Pidgeon, Edw. Wm. -	50		Hardy, James -	53	
Small, John -	59		Hatten, William -	56	
Thompson, Charles -	43		Hughes, Robert -	52	
Thompson, Geo. Jas. -	53		Huntley, Charles -	37	
Butchart, George -	46	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head in the Downs, and in and out of Ramsgate Harbour; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.	Johnson, John -	36	
Gray, James -	43		Kendrick, G. Edmiston	33	
Irvine, James -	44		Lewis, Ralph -	62	
Moore, William Coates	37		Murray, Ralph -	34	
Polson, Peter -	38		Norfor, John -	51	
Reed, Henry -	39		Pentin, John Dodds -	44	
Storey, John Ogilvie -	38		Smith, Joseph Alex. -	56	
			Speeding, William -	38	
			Stephenson, William -	60	
			Stocks, Thomas -	50	
			Wheeler, Richard -	44	
			Atkinson, Wm. Francis	50	From London Bridge down the River of Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sands round the South Sand Head into the Downs and into Ramsgate Harbour; and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
			Bramston, George -	36	
			Grant, Andrew -	39	
			Humford, Henry Beer	48	
			Rees, William -	44	
			Spence, Wm. Alex. -	40	

CORPORATION OF TRINITY HOUSE OF DERTFORD STROND—*continued.*

NAMES.	AGES.	LIMITS OF LICENCE.	NAMES.	AGES.	LIMITS OF LICENCE.
LONDON DISTRICT— <i>contd.</i>			LONDON DISTRICT— <i>contd.</i>		
Ball, Rich. Jno. Ross -	36	From London Bridge down the River of Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sands round the South Sand Head into the Downs, and into Ramsgate Harbour.	Elgar, William Spratt	39	From Dungeness up the River of Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich and Margate Harbours.
Beach, Thomas Carder	43		Finnis, Robert - -	35	
Bebrouth, John - -	40		Foster, Henry - -	30	
Bradley, William -	34		Friend, Stephen - -	57	
Brown, George West -	46		Fuller, William - -	54	
Bramston, George -	37		Gasson, James - -	39	
Cooper, Gerard - -	36		Gillman, John Davis -	41	
Duck, Richard - -	48		Gillman, Chas. Brown	38	
Farmer, George - -	49		Godden, John Astell -	40	
Fawckner, Robt. Follett	66		Goldsack, D.M. Donald	34	
Leigh, Thomas - -	35		Gosley, Jas. Morchaise	42	
Maxwell, James Finch	39		Gravener, Thos. Henry	46	
Minter, Thomas - -	45		Gutsole, John - -	65	
Mowbray, Wm. Whitby	42		Hambrook, Joseph -	44	
Mather, Robert - -	36		Harmer, Richd. Knight	41	
Martin, Thomas - -	29		Hartley, Joseph Henry	29	
Pentin, Philip Michael	39	From London Bridge down the River of Thames, and the North Channel to Orfordness, and in and out of Harwich Harbour; also from Orfordness, across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.	Hayward, William -	48	
Roxberry, Henry - -	35		Hill, Andrew - -	55	
Smith, Alex. Joseph -	54		Hinds, Charles Clayton	39	
Smith, John George -	44		Hinds, Henry - -	27	
Spurgin, William - -	38		Hobday, Stephen - -	52	
Thomas, John - -	36		Holmes, James - -	34	
			Hoult, Alfred - -	33	
			Hubbard, Jas. Liddle	44	
			Iron, Richard - -	38	
			Jeffery, Thomas - -	39	
			Jones, James Crowhurst	42	
			Jones, Thomas W. -	44	
			Keys, Daniel Peake -	37	
			Keys, Samuel Hum -	41	
			Knocker, William -	30	
Milburn, Thomas - -	52	From London Bridge down the River of Thames, and the North Channel to Orfordness, and in and out of Harwich Harbour.	Larkins, Jas. Alexander	38	From Dungeness up the River of Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich and Margate Harbours.
			Larkins, Richard -	35	
			Lucas, Chas. Kidman	43	
			Mackie, Thomas Pile -	40	
			Mackie, Wm. Burville	63	
			Mallett, John Capon -	40	
			Marshall, John - -	35	
			May, Robert Formage	39	
			Millen, John Bullock	30	
			Millen, Henry E. -	28	
			Mills, Benjamin - -	38	
			Moon, Richard - -	53	
			Moon, George William	30	
			Moulton, Morris -	47	
			Mowll, Richard (3) -	42	
			Mowll, Thomas Ralph	48	
			Myhill, Valentine C. -	29	
			Newton, James - -	40	
			Norris, James - -	37	
			Norris, Stephen - -	38	
			Norris, Thomas Dixon	48	
			Norris, Tom - -	46	
			Olifent, John Elwin -	29	
			Pain, John - -	65	
			Palmer, George - -	44	
			Paul, Thomas William	45	
			Peake, Allen Marsh -	39	
			Peake, Robert - -	56	
			Pembroke, J. Silvester	33	
			Pett, Henry Cutton -	41	
			Popkiss, William -	48	
			Popkiss, Henry P. -	34	
			Pordige, Robert - -	54	
			Pott, William Samuel	50	
			Prescott, Wm. George	39	
Anderson, W. Redman	30	From Dungeness up the River of Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich and Margate Harbours.			
Anderson, Jas. Henry	28				
Apps, John Edward -	30				
Arnold, John William	27				
Atkins, James - -	52				
Atkins, Robert - -	57				
Austen, Trevanion -	65				
Apps, James Richard -	31				
Baker, John - -	42				
Barber, James - -	61				
Barber, William - -	34				
Bell, William Thomas	32				
Bingham, Henry V. -	28				
Birch, Thomas - -	50				
Blown, Thomas Castle	49				
Bowles, William James	36				
Bristow, Henry T. S. -	39				
Burton, Aaron - -	50				
Bingham, Thos. James	34				
Bingham, James Henry	36				
Canney, T. Thompson	38				
Charrosin, David -	33				
Clark, Werter - -	64				
Collard, Wm. Redsull -	47				
Dair, Thomas James -	53				
Dane, Samuel - -	43				
Decent, Peter - -	48				

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

- - - -

TOTAL AMOUNT received for PILOTAGE of VESSELS

(1).—INWARDS. - - - - -

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.							
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Sea, Orfordness, the Downs, or Hoseley Bay, to Nore or Warps.	-	- - -	-	- - -	-	- - -	-	- - -
From the Sea, Orfordness, the Downs, or Hoseley Bay, to Gravesend, Chatham, Stangate Creek, or Blackstakes.	11	77 15 2	23	140 15 10	907	6,944 2 3	1,760	15,757 17 11
From the Sea, Orfordness, the Downs, or Hoseley Bay, to Woolwich or Blackwall.	-	- - -	1	8 1 6	-	- - -	-	- - -
From the Sea, Orfordness, the Downs, or Hoseley Bay, to Moorings, London Docks, City Canal, or St. Katherine Docks.	-	- - -	-	- - -	1	4 7 6	-	- - -
From Sheerness to Gravesend Reach	-	- - -	-	- - -	-	- - -	-	- - -
From Nore or Warps to ditto	-	- - -	-	- - -	1	3 6 6	-	- - -
From Nore or Warps to Woolwich or Blackwall.	-	- - -	-	- - -	-	- - -	-	- - -
From Gravesend Reach to Long Reach	-	- - -	-	- - -	2	2 - 6	3	9 19 7
From Gravesend Reach to Woolwich or Blackwall.	-	- - -	2	2 17 -	85	214 18 6	1,012	2,970 1 3
From Gravesend Reach to Moorings, London Docks, City Canal, or St. Katherine Docks.	-	- - -	816	1,434 6 -	288	708 11 3	2,381	5,374 2 10
From Long Reach to Woolwich or Blackwall.	-	- - -	-	- - -	-	- - -	3	12 13 1
From Long Reach to Moorings, London Docks, City Canal, or St. Katherine Docks.	-	- - -	-	- - -	-	- - -	1	3 9 9
From Woolwich or Blackwall to ditto	-	- - -	-	- - -	1	1 1 -	6	13 4 9
From off Dungeness to the Downs	2	6 10 6	11	43 8 6	1,304	4,552 13 6	123	456 15 -
From off Folkestone to ditto	6	13 1 -	5	16 5 6	617	1,266 8 -	56	150 12 -
From off the South Foreland to ditto	4	4 10 -	2	4 4 -	399	565 13 -	27	50 3 6
From Dudgeon to Orfordness	-	- - -	-	- - -	1	6 5 -	1	3 - -
From Yarmouth, Lowestoft, or Smith's Knowl to ditto.	-	- - -	-	- - -	9	28 15 -	5	15 - -
From Southwold to ditto	-	- - -	-	- - -	-	- - -	1	1 5 -
From Isle of Wight to the Downs	-	- - -	-	- - -	3	32 1 -	-	- - -
Harbour Pilotage	-	- - -	-	- - -	6	13 - -	5	18 - -
Docking	-	- - -	-	- - -	5	8 18 6	4	6 5 -
TOTAL	23	101 16 8	860	1,649 18 4	3,629	14,352 1 6	5,388	24,842 9 8

VESSELS CHANGING AT GRAVESEND - - - - -

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more pilots	4,706 4,692
N.B.—Change of pilots takes place at Gravesend.	9,398

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

Into and Out of the Port of *London*, in the Year 1856.

(1).—INWARDS.

FOREIGN VESSELS.

PRIVILEGED.

UNPRIVILEGED.

TOTALS.

Not Towed by Steam.

Towed by Steam.

Not Towed by Steam.

Towed by Steam.

No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
6	39 15 -	-	- - -	-	- - -	-	- - -	6	39 15 -
1,431	12,767 8 5	723	6,716 17 2	12	118 6 11	9	90 7 1	4,876	42,613 10 9
-	- - -	-	- - -	-	- - -	-	- - -	1	8 1 6
3	41 9 2	5	59 6 -	-	- - -	-	- - -	9	105 2 8
-	- - -	1	4 1 -	-	- - -	-	- - -	1	4 1 -
-	- - -	1	5 4 3	-	- - -	-	- - -	2	8 10 9
-	- - -	1	6 7 6	-	- - -	-	- - -	1	6 7 6
3	6 14 -	3	10 11 11	-	- - -	-	- - -	11	29 6 -
299	758 5 3	231	741 7 7	-	- - -	-	- - -	627	4,687 9 7
964	3,190 8 9	1,119	3,125 4 2	13	50 1 2	8	24 5 6	5,589	13,906 19 8
1	3 18 6	-	- - -	-	- - -	-	- - -	4	16 11 7
-	- - -	3	15 11 7	-	- - -	-	- - -	4	19 1 4
1	1 1 -	-	- - -	-	- - -	-	- - -	8	15 6 9
412	1,562 15 6	14	63 9 -	8	29 16 3	-	- - -	1,874	6,715 8 3
257	540 9 -	1	3 15 6	7	17 8 9	-	- - -	949	2,007 19 9
166	244 19 6	27	32 6 6	2	2 16 3	-	- - -	627	904 12 9
20	133 6 -	-	- - -	-	- - -	-	- - -	22	142 11 -
433	1,198 - -	5	10 - -	1	4 13 9	-	- - -	453	1,256 8 9
283	418 13 -	4	3 17 6	-	- - -	-	- - -	288	423 15 6
-	- - -	-	- - -	-	- - -	-	- - -	3	32 1 -
4	11 - -	2	5 15 -	-	- - -	-	- - -	17	47 15 -
4	6 16 6	-	- - -	-	- - -	-	- - -	13	22 - -
4,287	20,924 19 7	2,140	10,803 14 8	43	223 3 1	17	114 12 7	-	73,012 16 1

VESSELS CHANGING AT GRAVESEND.

AMOUNT.

For Pilotage below Gravesend.	For Pilotage above Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
51,960 13 11	14,345 19 3	66,306 13 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

(2).—OUTWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.							
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not towed by Steam.		Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Nore to Sea, Orfordness, the Downs, or Hoseley Bay.	-	- - -	- - -	- - -	- - -	- - -	1	4 17 4
From Gravesend, Chatham, Stangate Creek, or Blackstakes to ditto.	13	73 10 -	40	237 7 4	232	1,683 19 11	300	2,247 5 6
From Long Reach to ditto - - -	-	- - -	- - -	- - -	15	98 19 -	9	64 1 -
From Woolwich or Blackwall to ditto -	1	7 3 6	3	23 13 9	26	218 6 1	578	5,913 4 4
From the Moorings, London Docks, City Canal, or St. Katherine Docks to ditto.	-	- - -	9	68 19 11	38	306 6 11	941	8,933 19 7
From Gravesend to the Nore or Warps -	-	- - -	- - -	- - -	2	5 11 6	- - -	- - -
From Woolwich or Blackwall to ditto -	-	- - -	- - -	- - -	- - -	- - -	1	3 - -
From Long Reach to Gravesend Reach -	-	- - -	- - -	- - -	7	16 7 6	2	2 2 -
From Woolwich or Blackwall to ditto -	-	- - -	6	9 14 3	22	45, 1 7	125	333 3 8
From Woolwich or Blackwall to Long Reach.	-	- - -	- - -	- - -	- - -	- - -	8	19 12 6
From the Moorings, London Docks, City Canal, or St. Katherine Docks to Gravesend.	-	- - -	774	1,381 12 -	20	53 10 9	1,087	1,689 14 11
From the Moorings, London Docks, City Canal, or St. Katherine Docks to Long Reach.	-	- - -	- - -	- - -	1	2 5 -	2	3 12 6
From the Moorings, London Docks, City Canal, or St. Katherine Docks, to Woolwich or Blackwall.	-	- - -	- - -	- - -	1	1 1 -	9	17 1 11
From the Downs to off Dungeness -	-	- - -	- - -	- - -	2	8 6 6	2	7 17 6
From the Downs to the Isle of Wight -	-	- - -	- - -	- - -	165	1,695 13 6	18	157 3 6
From the Isle of Wight to Plymouth -	-	- - -	- - -	- - -	5	54 16 -	1	12 12 -
From the Isle of Wight to Dartmouth -	-	- - -	- - -	- - -	- - -	- - -	5	63 13 -
From the Isle of Wight to Start -	-	- - -	- - -	- - -	1	14 - -	1	19 10 -
From the Isle of Wight to St. Albans -	-	- - -	- - -	- - -	1	2 12 -	- - -	- - -
Harbour Pilotage - - - - -	-	- - -	- - -	- - -	- - -	- - -	2	5 10 -
From London to Cronstadt and back to Southampton.	-	- - -	- - -	- - -	1	91 11 6	- - -	- - -
Lay Days, &c. - - - - -	-	- - -	- - -	- - -	3	4 1 -	- - -	- - -
From the Downs to Cherbourg - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Distance Money - - - - -	-	- - -	- - -	- - -	3	17 11 6	1	7 17 5
TOTAL - - -	14	80 13 6	832	1,721 7 3	545	4,320 1 3	3,093	19,505 18 8

VESSELS CHANGING AT GRAVESEND.

	Number of Vessels.
Amount paid by vessels which have to take or pay for two or more Pilots - - - - -	710 638
N.B.—Change of Pilots takes place at Gravesend.	1,348

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

(2.)—OUTWARDS.

FOREIGN VESSELS.

FOREIGN VESSELS.										TOTALS.	
PRIVILEGED.				UNPRIVILEGED.							
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	1	4 17 4		
174	1,199 18 -	216	1,018 4 6	3	17 16 3	- -	- - -	978	6,478 1 6		
10	68 19 6	1	9 17 -	- -	- - -	- -	- - -	35	241 16 6		
53	469 13 -	146	1,365 9 11	- -	- - -	- -	- - -	807	7,997 10 7		
243	2,152 5 7	570	5,045 - 2	11	121 6 10	- -	- - -	1,812	16,627 19 -		
1	4 1 -	1	5 4 3	- -	- - -	- -	- - -	4	14 16 9		
- -	- - -	1	6 7 6	- -	- - -	- -	- - -	2	9 7 6		
6	11 12 6	- -	- - -	- -	- - -	- -	- - -	15	30 2 -		
40	80 5 -	30	50 1 9	- -	- - -	- -	- - -	223	518 6 3		
2	2 3 -	- -	- - -	- -	- - -	- -	- - -	10	21 15 6		
73	185 15 6	393	635 9 4	2	4 17 6	- -	- - -	2,349	3,951 - -		
1	1 8 -	- -	- - -	- -	- - -	- -	- - -	4	7 5 6		
- -	- - -	2	4 5 6	- -	- - -	- -	- - -	12	22 8 5		
1	4 14 6	- -	- - -	- -	- - -	- -	- - -	5	20 18 6		
80	903 7 6	8	73 9 -	- -	- - -	- -	- - -	271	2,829 13 6		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	6	67 8 -		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	5	63 13 -		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	2	33 10 -		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	1	2 12 -		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	2	5 10 -		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	1	91 11 6		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	3	4 1 -		
1	15 - -	- -	- - -	- -	- - -	- -	- - -	1	15 - -		
- -	- - -	- -	- - -	- -	- - -	- -	- - -	4	25 8 11		
685	5,099 3 1	1,368	8,213 8 11	16	144 - 7	- -	- - -	- -	39,084 13 3		

VESSELS CHANGING AT GRAVESEND.

AMOUNT.

For Pilotage above Gravesend.	For Pilotage below Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
1,655 - 7	- - -	} 6,303 5 6
- - -	4,648 4 11	

Note.—The number of vessels has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the Scale of Rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

OUTPORT DISTRICTS.

Note.—As regards the amounts stated to have been received for Pilotage, the Number of Vessels has not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Distances specified, and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

The Pilots are the same as stated at p. 22 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 22 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—IN WARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.	UNPRIVILEGED.				
	No.	Amount.	No.	Amount.			No.	Amount.		
From Sea to Harbour - -	97	£. s. d. 27 10 -	2	£. s. d. 2 9 6	- - nil - -	- - nil - -	99	£. s. d. 29 19 6		

(2.)—OUT WARDS.

From Harbour to Sea - -	125	47 16 9	3	3 - 9	- - nil - -	- - nil - -	128	50 17 6
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Note.—None of the Vessels were towed by Steam.

BEAUMARIS.

NAMES of PILOTS.

See List contained in Parl. Paper, No. 516, of 1855, p. 23.—George Clough and Richard Roberts have ceased to act; and Robert Roberts, aged 25, and William Roberts, aged 31, have since been licensed.

RATES of PILOTAGE.

The Rates are the same as printed at pp. 23, 24, of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—*continued.*

TOTAL AMOUNT Received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.					TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Sea to Beaumaris Bay.	6	£. s. d. 5 3 9	3	£. s. d. 5 7 6	20	£. s. d. 54 16 9	4	£. s. d. 23 9 6	7	£. s. d. 12 9 9	-	£. s. d. - - -	nil -	40	£. s. d. 101 7 3
From Sea within Sound to ditto.	1	- 13 9	3	1 18 9	11	19 12 6	1	2 9 -	6	15 5 -	-	- - -	- -	22	39 19 -
From Beaumaris to Conway.	-	- - -	-	- - -	2	5 1 6	1	3 9 9	-	- - -	-	- - -	- -	3	8 11 3
From Port Dinorwic to Cadnant.	619	150 10 9	3	- 16 9	3	- 17 6	2	1 1 9	-	- - -	-	- - -	- -	627	153 6 9
From Caernarvon to ditto	2	- 15 -	1	- 8 -	-	- - -	-	- - -	-	- - -	-	- - -	- -	3	1 3 -
TOTAL - - -	628	157 3 3	10	8 11 -	36	80 8 3	8	30 10 -	13	27 14 9	-	- - -	- -	-	304 7 3

(2.)—OUTWARDS.

From Beaumaris Bay to Sea.	3	2 10 -	5	5 11 -	26	47 6 -	7	16 1 3	11	18 19 9	1	6 10 -	nil -	53	96 18 -
From Cadnant to Port Dinorwic.	693	195 - -	3	1 1 3	1	- 7 6	-	- - -	1	- 10 6	-	- - -	- -	698	196 19
From Cadnant to Caernarvon.	2	1 - -	2	- 14 -	-	- - -	-	- - -	1	- 13 -	-	- - -	- -	5	2 7 -
TOTAL - - -	698	198 10 -	10	7 6 3	27	47 13 6	7	16 1 3	13	20 3 3	1	6 10 -	- -	-	296 4 3

BRIDGWATER.

NAMES of PILOTS.

The Pilots are the same as printed at p. 24 of Parl. Paper, No. 516, of 1855, with the exception of James Press, jun., who has ceased to act.

RATES of PILOTAGE.

The Rates are the same as printed at p. 25 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDGWATER—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES from which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s.			
From Limits to Comb- wich.	-	-	-	-	2	8 2 -	8	25 15 3	-	-	-	-	-	-	10	33 17		
From Limits to High- bridge.	2	1 3 -	1	- 9 5	1	1 - -	-	- - -	-	- - -	-	- - -	-	-	4	2 12		
From Limits to Dunball	4	1 9 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	4	1 9		
From Limits to Bridg- water.	75	32 15 6	20	10 4 10	1	1 - -	6	14 14 5	-	- - -	10	14 4 1	-	-	112	72 18		
From Burnham to High- bridge.	11	3 4 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	11	3 4		
From Burnham to Dun- ball.	33	9 12 6	1	- 5 8	-	- - -	-	- - -	-	- - -	-	- - -	-	-	34	9 18		
From Burnham to Bridg- water.	955	284 9 6	282	68 7 3	1	- 8 6	-	- - -	-	- - -	-	- - -	-	-	1,238	353 5		
From Highbridge to ditto	2	- 13 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	2	- 13		
From Paulett to ditto	1	- 6 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	1	- 6		
From Dunball to ditto	1	- 5 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	1	- 5		
From Black Rock to ditto	78	22 11 -	14	3 5 11	-	- - -	-	- - -	-	- - -	-	- - -	-	-	92	25 16		
Distance Money - -	-	- - -	1	1 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	1	1 -		
TOTAL - - -	1,162	356 10 -	319	83 13 1	5	10 10 6	14	40 9 8	-	- - -	10	14 4 1	-	-	505	7		

(2.)—OUTWARDS.

From Bridgwater to Black Rock.	12	3 9 -	2	- 8 2	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	14	3 17
From Bridgwater to Dun- ball.	4	1 3 -	6	1 9 3	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	10	2 12
From Bridgwater to Highbridge.	1	- 7 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	1	- 7
From Bridgwater to Burnham.	268	79 12 8	198	48 10 -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	466	128 2
From Bridgwater to Paulett.	2	- 12 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	2	- 12
From Bridgwater to Limits.	12	5 - 9	22	15 12 11	2	1 - -	5	11 16 3	-	- - -	8	8 2 4	-	-	-	-	49	41 12
From Dunball to Burn- ham.	32	9 8 -	5	1 4 2	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	37	10 12
From Dunball to Limits	2	- 14 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	2	- 14
From Combwich to Burn- ham.	1	- 7 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	1	- 7
From Combwich to Limits	-	- - -	6	18 4 6	1	4 1 -	7	21 9 6	-	- - -	-	- - -	-	-	-	-	14	43 15
From Highbridge to ditto	2	1 3 -	1	- 9 4	1	1 - -	-	- - -	-	- - -	-	- - -	-	-	-	-	4	2 12
From Paulett to Burnham	1	- 5 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	1	- 5
Distance Money - -	-	- - -	1	1 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	-	-	1	1 -
TOTAL - - -	337	102 3 5	241	86 18 4	4	6 1 -	12	33 5 9	-	- - -	8	8 2 4	-	-	-	-	236	10

BRIDPORT.

NAMES of PILOTS.

The Pilots are the same as printed at p. 25 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 26 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDPORT—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.						
From Sea to Harbour - -	172	112 5 6	9	14 14 -	8	12 1 6	- - nil - -	189	139 1 -	

(2.)—OUTWARDS.

From Harbour to Sea - -	150	59 3 6	3	2 13 6	5	2 - -	- - nil - -		158	63 17 -
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CAERNARVON.

NAMES of PILOTS.

The Pilots are the same as printed at p. 26 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 27 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.			TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.		UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
From the Bar to Caernarvon	31	19 14 -	1	- 10 -	5	4 17 -	1	1 15 -	-	- - -	nil	38	26 16 -
From Port Dinorwic to ditto	17	3 18 -	2	- 6 -	2	- 9 -	-	- - -	1	- 6 -	-	22	4 19 -
TOTAL	48	23 12 -	3	- 16 -	7	5 6 -	1	1 15 -	1	- 6 -	-	-	31 15 -

(2.)—OUTWARDS.

From Caernarvon to Bar - -	210	152 8 -	3	1 10 -	3	2 5 -	2	1 14 -	2	1 17 -	nil	220 159 14 -
From Caernarvon to Port Dinorwic	8	1 8 6	2	- 15 -	2	- 7 -	-	- - -	-	- - -	-	12 2 10 6
Lay Days - - - -	1	3 15 -	-	- - -	-	- - -	-	- - -	-	- - -	-	1 3 15 -
TOTAL - - -	219	157 11 6	5	2 5 -	5	2 12 -	2	1 14 -	2	1 17 -	-	- 165 19 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

CARLISLE.

NAME of PILOT:—George Rule.

RATES of PILOTAGE.

The Rates are the same as printed at p. 28 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.	UNPRIVILEGED.				
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
		£. s. d.		£. s. d.		£. s. d.		£. s. d.					£. s. d.	
From Maryport to Silloth -	2	1 16 9	-	- - -	-	- - -	-	- - -	-	nil	-	nil	-	2 1 16 9
From Maryport to Carlisle	10	16 13 9	2	2 16 -	2	5 1 6	-	- - -	-	- - -	-	- - -	-	14 24 11 3
From Maryport to Annan -	5	7 8 9	-	- - -	3	7 5 3	-	- - -	-	- - -	-	- - -	-	8 14 14 -
From Silloth to Carlisle -	1	- 14 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	1 - 14 -
TOTAL - - -	18	26 13 3	2	2 16 -	5	12 6 9	-	- - -	-	- - -	-	- - -	-	25 41 16 -

(2.)—OUTWARDS.

From Annan to Maryport -	2	3 3 -	-	- - -	-	- - -	-	- - -	-	- - -	2	3 3 -
From Carlisle to ditto -	2	4 12 9	1	1 15 -	1	2 2 -	-	- - -	-	- - -	4	8 9 9
TOTAL - - -	4	7 15 9	1	1 15 -	1	2 2 -	-	- - -	-	- - -	6	11 12 9

COLCHESTER.

NAME of PILOT :—John Howard.

RATES of PILOTAGE.

The Rates are the same as printed at p. 29 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COLCHESTER—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.						F O R E I G N V E S S E L S.			T O T A L S.	
	C O A S T E R S.		O V E R S E A.				P R I V I L E G E D.		U N P R I V I L E G E D.		
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Sea to Eastness - - -	-	-	-	-	-	-	1	9 13 6	nil	1	9 13 6
From Eastness to Pyefleet - -	-	-	-	-	-	-	4	3 1 4	-	4	3 1 10
From Pyefleet to Wivenhoe - -	3	2 15 -	3	2 10 3	1	1 7 -	5	4 7 9	-	12	11 - -
TOTAL - - -	3	2 15 -	3	2 10 3	1	1 7 -	10	17 3 1	-		23 15 4

(2.)—OUTWARDS.

From Colchester to Wivenhoe - -	-	-	-	-	-	-	1	- 10 6	nil -	1	- 10 6
From Wivenhoe to Pyefleet - -	3	1 14 6	2	1 5 6	-	-	6	4 13 -	-	11	7 13 -
From Pyefleet to Eastness - -	1	- 8 6	-	-	-	-	5	3 6 3	-	6	3 14 9
From Eastness to Sunk - - -	-	-	-	-	-	-	2	3 7 -	-	2	3 7 -
Distance Money - - -	-	-	-	-	-	-	1	1 11 6	-	1	1 11 6
TOTAL - - -	4	2 3 -	2	1 5 6	-	-	15	13 8 3	-		16 16 9

COWES AND PORTSMOUTH DISTRICT.

C O W E S.

NAMES and AGES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.	NAMES.	AGES.	LIMITS OF LICENCE.
*Daniel Corke - -	63	To and from the Owers eastward without the Isle of Wight to Peverell westward; to and from those limits to all places and ports within the Isle of Wight, and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington, and the Needles and Christchurch, and to and from each of those ports or places.	*Thomas Harvey - -	65	To and from the Owers eastward without the Isle of Wight to Peverell westward; to and from those limits to all places and ports within the Isle of Wight, and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington, and the Needles and Christchurch, and to and from each of those ports or places.
John Denton - -	73		George Greenham, jun. -	35	
James Snook - -	70		James Matthews - -	59	
Edward Mitchell, jun. -	57		Jas. Wheeler Andrews -	42	
Joseph Drayton - -	76		John William Wallis -	30	
*George Greenham - -	64		George Caws - -	50	
William Denham - -	57		Jonas Denham - -	47	
Harrison Francis - -	61		Robt. Caws Greenham -	33	
Robert Hookey - -	65		George Henry Wakely -	29	
Loving Corke - -	62		Alfred John Newman -	29	
William Ballard - -	63		Charles Dyer - -	33	
William Love - -	57		Albert Davis - -	30	
*Robert Newman - -	61		Charles Bright - -	54	
*Edward Cork - -	76		George Henry Keates -	26	
Thomas Davies - -	76		James Corke - -	62	
*John Buxey - -	76		Henry Page - -	43	
*John Wallis - -	62		Thomas Burton - -	46	
*Charles Caws - -	57		Charles Dore Harvey -	29	

Those marked thus * are further licensed from the meridian of the Start.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COWES AND PORTSMOUTH—*continued.*NAMES and AGES of PILOTS—*continued.*

NAMES.	AGES.	LIMITS OF LICENCE.	NAMES.	AGES.	LIMITS OF LICENCE.
COWES DISTRICT— <i>cont^d.</i>			COWES DISTRICT— <i>cont^d.</i>		
Albert Caws - -	41	To and from the Owers eastward without the Isle of Wight to Peverell westward; to and from those limits to all places and ports within the Isle of Wight; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington, and the Needles and Christchurch, and to and from each of those ports or places.	William Webb - -	46	From St. Helen's within the Isle of Wight to three miles outside, or to seaward of the Needles Rocks; and to and from and into and out of all ports and places within those limits.
Edwd. Wheeler Webb	36		James Webb - -	44	
Edwd. Frederick Love	30		Jacob Long - -	40	
Alfred Richard Caws -	26		George Warder - -	47	
Frederick Caws -	41		Cornelius Underwood	57	From St. Helen's within the Isle of Wight to the Needles, and to and from and into and out of all ports and places within those limits.
Samuel Matthews -	28				
Nicholas Love - -	25				
Josiah Alfred Caws -	23				
Edward Hy. Osborne	29				
Thomas Keates -	25		Wm. Dempster Murray	54	
Daniel Corke, jun. -	32				
Charles Bright, jun. -	33				
Richard Denham -	36				

P O R T S M O U T H.

*Henry M'Dougall -	55	To and from the Owers eastward without the Isle of Wight to Peverell westward; to and from those limits to all places and ports within the Isle of Wight, except the Harbours of Chichester and Langstone; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington, and the Needles, and to and from each of those ports and places.	Edmund Pope Caws -	49	To and from the Owers eastward without the Isle of Wight to Peverell westward, and to and from those limits to all places and ports within the Isle of Wight, except the Harbours of Chichester and Langstone; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington, and the Needles, and to and from each of those ports and places.
*James Cook - -	52		John Gawn - -	28	
Daniel Morgan -	55		Ashford Caws - -	48	
John Coote - -	66		Richard Crafts - -	46	
Walter Caws - -	50		Silas Caws - -	44	
Charles Cook - -	48		John Steward - -	42	
Anthony Thos. Davis	41		William Coote - -	33	
*John Harding - -	61		Thomas Buxey - -	39	
David Newman -	48		Jesse Proctor - -	33	
Benjamin B. Alford -	65		Edward Main - -	29	
Robert H. Sweetman -	46		Henry Knapp - -	27	To and from the Owers eastward within the Isle of Wight to Spithead, and into the Harbours of Chichester and Langstone.
*John Main - -	46		William Main - -	27	
*Henry Gill - -	51		George James Main -	26	
*John Jones - -	65				
James George Gill -	48		Joseph Clark - -	46	
James Greenham -	47		William Miller - -	39	
James Midlane -	50		Alfred Turner - -	40	
Charles Wearn - -	48		John Miller, jun. -	47	
George Chessell Caws	44		Isaac Barnett - -	58	
Emanuel Wade -	51		George Miller - -	32	
Thomas Cook - -	46		John Barter - -	31	From Portsmouth Harbour to Spithead, Stokes Bay and the Motherbank, and from those places into Portsmouth Harbour.
Joseph Harding -	32		James Cribb - -	30	
*George Richards -	41				
William Henry Barron	40				
Joseph Burnett -	45				
George Austin - -	39				
John Coote, jun. -	40				
Henry Caws - -	50		Richard Seger - -	72	

Those marked thus * further licensed to take charge of any of H. M.'s Ships in the English Channel from the Isle of Wight to Plymouth Sound, and from the Isle of Wight to the Downs.

RATES of PILOTAGE.

The Rates are the same as printed at pp. 31 and 32 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COWES AND PORTSMOUTH—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the *Isle of Wight* District in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				UNPRIVILEGED.	TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Sea to Spithead	3	2 11 -	2	9 15 -	179	652 12 1	163	578 18 9	73	233 12 6	16	74 2 -	nil.	436	1,551 11 4
From Spithead to Ports- mouth.	11	6 9 -	2	2 1 3	35	45 8 6	102	153 1 2	32	37 11 -	6	7 19 8	-	188	252 10 7
From Sea to Cowes	-	- - -	1	1 10 -	51	177 16 3	8	31 13 -	124	429 15 5	28	124 4 -	-	212	764 18 8
From Sea to Motherbank	-	- - -	-	- - -	44	131 19 9	4	10 1 3	59	171 4 9	2	7 - -	-	109	320 5 9
From Sea to St. Helen's	-	- - -	-	- - -	6	8 17 10	1	2 19 -	14	21 13 8	-	- - -	-	21	33 10 6
From Sea to Leap	-	- - -	-	- - -	13	42 19 6	63	243 - 11	9	28 17 6	3	12 13 -	-	88	327 10 11
From Sea to Calshot	-	- - -	-	- - -	-	- - -	1	3 10 -	2	6 15 -	-	- - -	-	3	10 5 -
From Sea to Stokes Bay	-	- - -	-	- - -	7	17 1 11	1	2 17 6	7	18 15 -	7	31 1 -	-	22	69 15 5
From Sea to Lymington	-	- - -	-	- - -	1	1 8 1	-	- - -	4	17 12 6	-	- - -	-	5	19 - 7
From Sea to Yarmouth	2	1 13 -	-	- - -	-	- - -	-	- - -	-	1 15 -	-	- - -	-	1	1 15 -
From Sea to Brambles	-	- - -	-	- - -	-	- - -	-	- - -	1	1 2 6	-	- - -	-	1	1 2 6
From Needles to Yarmouth	-	- - -	-	- - -	1	3 3 -	-	- - -	2	4 16 -	-	- - -	-	3	7 19 -
From Needles to Cowes	-	- - -	-	- - -	-	- - -	1	2 15 -	-	- - -	-	- - -	-	1	2 15 -
From Needles to Leap	-	- - -	-	- - -	-	- - -	2	2 8 -	-	- - -	-	- - -	-	2	2 8 -
From Needles to Spithead	-	- - -	-	- - -	4	14 14 -	1	1 16 -	-	- - -	1	3 4 -	-	6	19 14 -
From Nab Light to ditto	-	- - -	-	- - -	-	- - -	-	- - -	1	1 8 6	-	- - -	-	1	1 8 6
From Nab Light to St. Helen's.	-	- - -	-	- - -	-	- - -	2	3 18 -	-	- - -	-	- - -	-	2	3 18 -
From Nab Light to Stokes Bay.	-	- - -	-	- - -	1	1 6 3	-	- - -	1	- 16 10	-	- - -	-	2	2 3 1
From St. Helen's to Mother- bank.	-	- - -	-	- - -	-	- - -	-	- - -	1	3 - -	-	- - -	-	1	3 - -
From St. Helen's to Spit- head.	-	- - -	-	- - -	1	2 14 -	1	3 3 -	-	- - -	-	- - -	-	2	5 17 -
From St. Helen's to Ports- mouth.	-	- - -	-	- - -	-	- - -	-	- - -	1	1 16 -	-	- - -	-	1	1 16 -
From St. Helen's to Bram- bles.	-	- - -	-	- - -	-	- - -	-	- - -	2	2 8 -	-	- - -	-	2	2 8 -
From Motherbank to Ports- mouth.	-	- - -	3	9 - -	-	- - -	3	9 - -	-	- - -	-	- - -	-	6	18 - -
From Southampton to Portsmouth.	-	- - -	2	12 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	2	12 - -
From Southampton to Cowes.	-	- - -	-	- - -	8	34 7 6	1	1 16 -	-	- - -	2	8 10 -	-	11	44 13 6
From Bembridge Light to Spithead.	-	- - -	-	- - -	1	1 8 -	-	- - -	-	- - -	-	- - -	-	1	1 8 -
From Hurst to Spithead	-	- - -	-	- - -	4	3 12 -	-	- - -	13	13 1 3	1	- 7 6	-	18	17 - 9
From Cowes Roads to Cowes Harbour.	-	- - -	-	- - -	2	1 16 -	-	- - -	-	- - -	-	- - -	-	5	4 12 -
From Yarmouth Roads to Yarmouth Harbour.	3	2 16 -	-	- - -	1	1 17 -	-	- - -	-	- - -	-	- - -	-	1	1 17 -
From Yarmouth Roads to Cowes.	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	- - -
From Spithead to Chichester and Langstone Harbour.	77	128 10 -	1	1 13 -	-	- - -	-	- - -	-	- - -	-	- - -	-	78	130 3 -
Transporting in Portsmouth Harbour.	-	- - -	1	- 10 6	33	40 19 6	46	52 19 -	50	49 19 -	2	2 2 -	-	132	146 10 -
From Start to Isle of Wight	-	- - -	-	- - -	3	15 - -	-	- - -	2	15 - -	-	- - -	-	5	30 - -
From Portland to ditto	-	- - -	-	- - -	1	4 - -	-	- - -	-	- - -	-	- - -	-	1	4 - -
From Well Bank to ditto	-	- - -	-	- - -	-	- - -	1	30 18 -	-	- - -	-	- - -	-	1	20 - -
From Heligoland to ditto	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	1	30 18 -
In Solent.	-	- - -	1	8 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	1	8 - -
Distance Money	-	- - -	-	- - -	17	46 4 6	10	36 5 -	35	88 8 -	2	5 3 -	-	64	176 - 6
TOTAL	96	141 19 -	13	44 9 9	413	1,249 5 8	411	1,170 19 7	435	1,169 8 5	70	276 6 2	-	-	4,052 8 7

	No. of Vessels.	Amount for Pilotage below Line.	Amount for Pilotage above Line.	TOTAL AMOUNT.
Amount paid by Vessels which have to take or pay for two or more Pilots	36	£. s. d. 133 14 -	- - -	£. s. d. 133 14 -
N.B.—Change of Pilots takes place at Line from Eaglehurst to North-west Bramble Buoy.				

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COWES AND PORTSMOUTH—continued.

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						UNPRIVILEGED.	TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.		
From Portsmouth to Spithead	2	- 15 -	4	1 17 -	49	58 3 3	128	186 7 10	39	37 5 6	11	12 - 4	nil.	233	296 8 11		
From Spithead to Sea	-	- - -	1	- 17 6	159	567 4 2	145	492 10 3	60	163 2 1	11	38 - 2	-	376	1,261 14 2		
From Motherbank to ditto	-	- - -	-	- - -	46	139 5 1	3	8 5 -	56	157 17 7	-	- - -	-	105	305 7 8		
From Cowes to ditto	-	- - -	1	1 10 -	45	158 14 1	3	10 1 3	102	355 4 -	24	103 8 -	-	175	628 17 4		
From St. Helen's to ditto	-	- - -	-	- - -	5	7 13 5	1	2 19 -	11	19 11 7	-	- - -	-	17	30 4 -		
From Yarmouth to ditto	-	- - -	-	- - -	3	2 18 5	-	- - -	2	2 - -	-	- - -	-	5	4 18 5		
From Stokes Bay to ditto	-	- - -	-	- - -	3	5 6 10	-	- - -	-	- - -	-	- - -	-	3	5 6 10		
From Lymington to ditto	1	- 18 9	-	- - -	1	1 8 2	-	- - -	-	- - -	-	- - -	-	2	2 6 11		
From Spithead to Lymington	-	- - -	-	- - -	1	1 12 6	-	- - -	-	- - -	-	- - -	-	1	1 12 6		
From Portsmouth to Motherbank.	-	- - -	-	- - -	-	- - -	-	- - -	1	- 16 -	-	- - -	-	1	- 16 -		
From Portsmouth to Stokes Bay.	-	- - -	-	- - -	-	- - -	1	1 12 -	-	- - -	-	- - -	-	1	1 12 -		
From Chichester and LangstoneHarbour to Spithead.	53	54 9 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	53	54 9 -		
Transporting in Portsmouth Harbour.	-	- - -	-	- - -	4	3 12 -	2	2 2 -	5	3 18 -	-	- - -	-	11	9 12 -		
Lay Days	-	- - -	-	- - -	3	7 2 6	-	- - -	1	2 5 -	-	- - -	-	4	9 7 6		
From Cowes Harbour to Cowes Roads.	-	- - -	-	- - -	2	1 17 6	1	- 18 -	10	9 14 -	1	- 7 6	-	14	12 17 -		
From Isle of Wight to Dungeness.	1	8 - -	-	- - -	8	59 - -	2	21 - -	3	25 - -	1	9 - -	-	15	122 - -		
From Isle of Wight to Downs	-	- - -	-	- - -	2	25 19 2	-	- - -	-	- - -	-	- - -	-	2	25 19 2		
From Isle of Wight to Orfordness.	-	- - -	-	- - -	-	- - -	-	- - -	1	20 - -	-	- - -	-	1	20 - -		
From Isle of Wight to Start	-	- - -	-	- - -	10	105 - -	-	- - -	-	- - -	-	- - -	-	10	105 - -		
From Isle of Wight to Heligoland.	-	- - -	-	- - -	-	- - -	1	30 18 -	-	- - -	-	- - -	-	1	30 18 -		
Distance Money	-	- - -	-	- - -	1	4 - -	8	34 11 -	4	13 15 -	-	- - -	-	13	52 6 -		
TOTAL - - -	57	64 2 9	6	4 4 6	342	1,148 17 1	295	791 4 4	295	810 8 9	48	162 16 -	-	-	2,981 13 5		

DARTMOUTH.

NAMES of PILOTS.

Richard Hodge Benson, aged 34, has been added to the list of Pilots, printed at p. 35 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 35 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.	OVERSEA.				PRIVILEGED.				UNPRIVILEGED.				
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.						
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
From Sea to Dartmouth Harbour.	- nil -	55	£. s. d. 101 12 6	12	£. s. d. 31 17 -	40	£. s. d. 76 2 6	5	£. s. d. 6 11 9	- nil -	112	£. s. d. 216 3 9		
From Sea to Torquay	- - -	2	8 - -	1	1 10 -	3	5 - -	-	- - -	- - -	6	14 10 -		
TOTAL - - -	- - -	57	109 12 6	13	33 7 -	43	81 2 6	5	6 11 9	- - -	118	230 13 9		

(2.)—OUTWARDS.

From Dartmouth Harbour to Sea.	- nil -	40	53 1 -	13	24 4 8	40	50 6 4	3	1 15 -	- nil -	-	-	-	96	129 7 -
From Torquay to ditto	- - -	1	1 - -	-	- - -	1	1 2 -	-	- - -	- - -	-	-	-	2	2 2 -
TOTAL - - -	- - -	41	54 1 -	13	24 4 8	41	51 8 4	3	1 15 -	- - -	-	-	-	98	131 9 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

EXETER.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.	NAMES.	AGES.	LIMITS OF LICENCE.
Richard Lloyd Perriam	40	From Lyme to Bob's Nose, and from Bob's Nose to Lyme, and to and from and into and out of all ports and places within those limits, except the Harbour of Teignmouth.	John Webby	41	From Sea into the Harbour of Axmouth, and from the said Harbour to Sea.
John Letton Towing	35		Abraham Tidbury	40	
Thomas Hayman	62		Joseph Pym	47	In the River Exe, from Exmouth to Topsham, and vice versa.
John Tupman	58		Daniel Pym, jun.	32	
John Wanhill Perriam	41		John Turner Pym	49	
Michael Tilley Perriam	40		George Wannell	37	
James Pyne	47		William Pym, jun.	47	From the Road over Exmouth Bar to any place within the River Exe, and from any place within the said River, over Exmouth Bar, to the Road or to Sea, and to or from any part of the said River.
Richard Pyne	36				
Thomas Pincombe	35				
Charles Carnell	57				
Richard Carnell	41				
John Weeks	41		Daniel Pym	63	
James Pym	32				
Edward George Tupman	24				
Charles Thomas Hooper	23				

RATES of PILOTAGE.

The Rates are the same as printed at pp. 37, 38 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1836.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						UNPRIVILEGED.	TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Axmouth	43	22 14 2	-	-	-	-	-	-	-	-	-	-	-	nil	43	22 14 2	
From Sea to Exmouth	267	349 5 10	-	-	37	68 5 9	1	3 6 -	17	40 4 -	1	2 - -	-	323	463 1 7		
From Exmouth to Turf	213	90 12 7	-	-	21	10 2 -	-	-	11	4 13 10	2	1 4 7	-	247	106 13 -		
From Exmouth to Topsham.	23	15 2 6	1	2 6 9	1	1 14 4	1	- 10 6	-	-	-	-	-	26	19 14 1		
From Turf to ditto	1	- 5 10	-	-	-	-	-	-	-	-	-	-	-	1	- 5 10		
TOTAL	547	478 - 11	1	2 6 9	59	80 2 1	2	3 16 6	28	44 17 10	3	3 4 7	-	-	612 8 8		

(2.)—OUTWARDS.

From Topsham to Exmouth.	22	14 17 7	-	-	-	-	-	-	-	-	-	-	22	14 17 7
From Turf to ditto	200	90 12 4	-	-	1	- 7 -	-	-	3	1 13 8	-	-	204	92 13 -
From Bight at Exmouth to Sea.	138	72 13 6	-	-	16	12 11 4	-	-	12	9 - 7	1	1 4 9	167	95 10 2
TOTAL	360	178 3 5	-	-	17	12 18 4	-	-	15	10 14 3	1	1 4 9	-	203 - 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued

FALMOUTH.

NAMES of PILOTS.

NAMES.		AGES.	LIMITS OF LICENCE.	NAMES.		AG ES.	LIMITS OF LICENCE.
Nicholas Vincent	-	50	In and out of Fal- mouth Harbour, St. Just's, Carrick Road, and Helford Sound, along the coast from the Dodman to the Lizard, and in and out of all ports and places within those limits.	James Andrew	-	35	In and out of Fal- mouth Harbour, St. Just's, Carrick Road, and Helford Sound, along the coast from the Dodman to the Lizard, and in and out of all ports and places within those limits.
Nicholas Jenking	-	43		James Oxenberry Tiddy	-	38	
Richard Andrew	-	46		George Angove	-	34	
Samuel Lowry	-	72		Joseph Vincent, jun.	-	33	
James Lowry	-	57		Francis Lowry	-	33	
Henry Tonkin	-	53		Frederick Andrew	-	33	
Elias Chard	-	48		Isaac Lower	-	31	
John Chard	-	56		Richard Green	-	31	
James James	-	47		Henry Chard	-	32	
John Lowry	-	45		Peter Fittoch	-	30	
John Dash	-	45		William Vincent	-	31	
John Barker, jun.	-	44		John Williams	-	31	
William Dash	-	42		William James Lowry	-	30	
John Barker	-	41		Henry Vincent	-	29	
George Barker	-	41		Joseph Barker	-	32	
William Williams	-	40		Joseph Sharrock	-	31	
Nicholas Lowry Andrew	-	38		John Vincent	-	28	
James Dash	-	38		Charles Jenking	-	27	

RATES of PILOTAGE.

The Rates are the same as printed at pp. 39, 40, of Parl. Paper, No. 516 of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Lizard to Fal- mouth.	-	- - -	-	- - -	74	311 11 -	2	6 16 -	288	1,070 5 -	2	6 - - -	7	29 16 3	373	1,424 8 3		
From Manacles to ditto	1	2 10 6	-	- - -	100	324 3 -	2	6 8 -	216	675 17 6	-	- - -	2	7 3 -	321	1,016 2 -		
From Sea to ditto	-	2 2 12 -	-	- - -	665	1,432 6 -	10	14 7 -	476	937 17 3	1	1 1 -	8	19 6 9	1,162	2,407 10 -		
From Sea to Helford	-	- - -	-	- - -	1	2 1 -	-	- - -	3	4 18 -	-	- - -	-	- - -	4	6 19 -		
From Manacles to ditto	-	- - -	-	- - -	-	- - -	-	- - -	1	2 18 -	-	- - -	-	- - -	1	2 18 -		
From Harbour to Truro	-	- - -	-	- - -	-	- - -	-	- - -	1	1 1 -	-	- - -	-	- - -	1	1 1 -		
Transporting with in dis- trict.	-	- - -	-	- - -	3	3 7 6	-	- - -	4	4 16 -	-	- - -	-	- - -	7	8 3 6		
Lay Days - - -	-	- - -	-	- - -	-	- - -	-	- - -	2	4 5 6	-	- - -	-	- - -	2	4 5 6		
Distance Money - -	-	- - -	-	- - -	14	19 13 -	1	1 - -	23	17 8 6	-	- - -	-	- - -	38	38 1 6		
TOTAL - - -	3	5 2 6	-	- - -	857	2,093 1 6	15	28 11 -	1,014	2,719 6 9	3	7 1 -	17	56 6 -	-	4,909 8 9		

(2.)—O U T W A R D S.

From Harbours to Sea	10	21 4 -	1	2 6 -	806	1,742 18 -	19	35 17 -	909	1,820 6 9	10	21 9 -	11	29 2 9	1,766	3,673 3 6
Distance Money	-	-	-	-	1	1 1 -	-	-	1	1 1 -	-	-	-	-	2	2 2 -
TOTAL	10	21 4 -	1	2 6 -	807	1,743 19 -	19	35 17 -	910	1,821 7 9	10	21 9 -	11	29 2 9	-	3,675 5 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEET WOOD-ON-WYRE.

NAMES of PILOTS.

The Pilots are the same as printed at p. 41 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 41 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Sea to Harbour -	78	£. s. d. 58 16 6	4	£. s. d. 5 - 6	5	£. s. d. 16 14 9	10	£. s. d. 31 6 1	2	£. s. d. 4 16 -	1	£. s. d. 3 14 4	- nil -	100	£. s. d. 120 8 2
From Lighthouse to ditto -	47	23 15 9	6	3 13 1	-	- - -	-	- - -	-	- - -	-	- - -	- - -	53	27 8 10
Distance Money -	-	- - -	-	- - -	6	12 12 -	-	- - -	1	2 2 -	-	- - -	- - -	7	14 14 -
TOTAL - - -	125	82 12 3	10	8 13 7	11	29 6 9	10	31 6 1	3	6 18 -	1	3 14 4	- -		162 11 -

(2.)—OUTWARDS.

From Harbour to Sea -	52	24 8 -	10	5 18 11	5	9 11 7	8	11 2 9	1	- 19 6	3	3 16 6	- nil -	79	55 17 3
Distance Money -	-	- - -	-	- - -	1	2 2 -	-	- - -	-	- - -	-	- - -	- - -	1	2 2 -
TOTAL -	52	24 8 -	10	5 18 11	6	11 13 7	8	11 2 9	1	- 19 6	3	3 16 6	- -	80	57 19 3

FOWEY.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
Philip Pill -	44	From Looe inclusive to the Dodman, and from the Dodman to Looe; and into and out of all ports and places within those limits.
William Salt -	44	
Robert M. Jones -	51	
Joseph Ley, jun. -	52	
Richard Johns -	48	
William Cloke -	35	
Richard Johns -	21	From Sea into the Harbour of Looe, and vice versa.
Edward Pearn -	50	
James Tome -	35	
John Prynn -	46	
John Pengelly, jun. -	41	
John Johns -	60	
Richard Pengelly -	67	
John Willcocks -	46	
Charles Tamlinson -	32	

RATES of PILOTAGE.

The Rates are the same as printed at p. 43 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FOWEY—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£ s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Sea to Harbours -	22	28 6 -	-	- - -	28	53 13 11	-	- - -	50	91 11 3	-	- - -	- nil -	100	173 11 2	
From Roads to Harbour -	250	73 2 8	-	- - -	3	2 2 3	-	- - -	7	7 16 6	-	- - -	- - -	260	83 1 5	
Removing within District	4	3 14 6	-	- - -	2	1 15 -	-	- - -	17	16 10 -	-	- - -	- - -	23	21 19 6	
Distance Money - -	-	- - -	-	- - -	1	1 - -	-	- - -	3	2 - -	-	- - -	- - -	4	3 - -	
TOTAL - - -	276	105 3 2	-	- - -	34	58 11 2	-	- - -	77	117 17 9	-	- - -	- - -	-	281 12 1	

(2.)—OUTWARDS.

From Harbour to Roads -	231	67 6 6	-	- -	3	2 6 2	-	- -	12	8 10 9	-	- -	- nil -	246 78 3 5
From Harbours to Sea -	11	14 2 4	2	3 3 4	25	28 18 3	1	- 16 8	23	24 18 7	2	1 18 4	- -	64 73 17 6
Distance Money - -	-	- -	-	- -	3	9 - -	-	- -	2	9 - -	1	5 - -	- -	6 23 - -
TOTAL - - -	242	81 8 10	2	3 3 4	31	40 4 5	1	- 16 8	37	42 9 4	3	6 18 4	- -	- - 175 - 11

G L O U C E S T E R.

NAMES of PILOTS.

The Pilots are the same as printed at p. 44 of Parl. Paper No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at pp. 44, 45 of Parl. Paper No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From King Road to Lydney -	52	24 11 9	-	-	1	1 2 6	-	-	-	-	-	-	-	-	-	53	25 14 3	
From King Road to Passage -	46	31 11 8	-	-	9	6 15 -	-	-	-	-	-	-	-	-	-	55	38 6 8	
From King Road to Chepstow -	4	4 2 3	-	-	4	8 4 -	3	6 13 1	-	-	1	2 - 6	-	-	-	12	29 19 10	
From King Road to Slime Road	1	- 10 6	-	-	-	-	-	-	-	-	-	-	-	-	-	1	- 10 6	
From King Road to Sharpness	378	402 18 3	4	4 13 9	63	123 17 6	119	317 10 2	26	47 16 9	87	217 15 8	1	2 3 9	1	2 8 9	677	1,119 4 7
From Slime Road to ditto -	1	- 6 -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	- 6 -	
From Chepstow to ditto -	1	- 10 -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	- 10 -	
Distance Money - -	6	6 3 -	-	-	11	17 2 -	1	1 15 -	8	15 12 -	2	2 8 -	-	-	-	28	43 - -	
TOTAL - - -	487	470 13 5	4	4 13 9	88	137 1 -	123	325 18 3	34	63 8 9	90	223 4 2	1	2 3 9	1	2 8 9	-	1,243 11 10

(2.)—OUTWARDS.

From Sharpness to King Road.	352	340 16 9	29	32 - 8	34	54 - -	115	149 9 8	18	25 12 6	99	143 10 8	-	647 751 10 3
From Lydney to ditto -	56	42 14 6	1	- 18 -	3	3 9 9	1	- 18 -	-	- -	-	- -	-	61 48 - 3
From Passage to ditto -	42	27 4 7	-	- -	8	5 5 -	-	- -	-	- -	-	- -	-	50 32 9 7
Distance Money - -	3	2 1 6	-	- -	6	12 - 0	6	5 11 6	1	- 10 6	5	4 7 6	-	21 24 11 6
TOTAL - - -	453	412 17 4	30	32 18 8	51	74 15 3	122	155 19 2	19	27 3 -	104	152 18 2	-	- 826 11 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

H A R W I C H.

NAMES of PILOTS.

The Pilots are the same as printed at p. 45 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 46 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT Received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.		
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.				
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.		
From Dudgeon Light to Orfordness.	-	-	-	-	-	-	-	-	-	1	7	10	-	-	1	7	10
From Lowestoft to ditto -	-	-	-	-	-	-	-	-	-	10	24	-	-	-	10	24	-
From Southwold to ditto -	-	-	-	-	-	-	1	10	-	12	14	17	-	-	13	16	7
From Sea or Orfordness to Harwich.	-	-	-	-	-	-	2	8	8	41	130	14	-	1	44	143	6
From Rolling Grounds to Harwich.	-	-	-	-	-	-	1	2	2	3	4	4	-	-	4	6	6
From Harwich to Wrab- ness.	3	-	19	1	-	-	1	-	7	2	-	15	-	-	6	2	1
From Wrabness to Mistley	322	167	8	2	-	-	2	-	12	9	3	6	9	-	333	171	7
From Mistley to Manning- tree.	32	6	13	-	-	-	-	-	-	-	-	-	-	-	32	6	13
Distance Money - -	-	-	-	-	-	-	-	-	-	1	4	16	-	-	1	4	16
TOTAL - - -	357	175	-	3	-	-	7	13	-	3	79	190	2	9	-	382	7

(2.)—OUTWARDS.

From Manningtree to Mistley.	33	6 18 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	nil	33	6 18 -
From Mistley to Wrabness	322	168 3 1	-	- - -	2	- 12 9	-	- - -	9	3 6 9	-	- - -	-	333	172 2 7
From Wrabness to Harwich.	3	1 4 2	-	- - -	1	- 7 6	-	- - -	7	2 6 2	-	- - -	-	11	3 17 10
From Harwich to Rolling Grounds.	-	- - -	-	- - -	-	- - -	-	- - -	5	5 5 -	-	- - -	-	5	5 5 -
From ditto to Sea -	-	- - -	-	- - -	-	- - -	-	- - -	6	12 12 -	-	- - -	-	6	12 12 -
From ditto to Downs -	1	7 17 3	-	- - -	1	11 10 9	-	- - -	-	- - -	-	- - -	-	2	19 8 -
TOTAL - - -	359	184 2 6	-	- - -	4	12 11 -	-	- - -	27	23 9 11	-	- - -	-	-	220 3 5

H O L Y H E A D.

NAMES of PILOTS.

The Pilots are the same as printed at p. 47 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 47 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HOLYHEAD—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
From Sea to Old Harbour	2	1 11 6	10	7 13 5	5	3 5 7	3	2 9 10	2	1 1 -	1	1 1 -	- nil -	23	17 2 4	
Ditto - New Harbour	12	6 - 9	12	9 14 9	94	56 8 8	5	3 11 11	33	19 9 9	2	- 10 6	- -	158	95 16 4	
TOTAL - - -	14	7 12 3	22	17 8 2	99	59 14 3	8	6 1 9	35	20 10 9	3	1 11 6	- -	181	112 18 8	

(2.)—OUTWARDS.

From Old Harbour to Sea	2	1 11 6	9	6 18 4	3	1 6 3	3	2 9 11	2	1 1 -	1	1 1 -	- nil -	20	14 8 -
From New Harbour to Sea	11	5 10 3	9	7 9 6	94	56 8 10	5	3 12 1	33	19 9 9	2	- 10 6	- -	154	93 - 11
Distance Money - - -	-	- - -	-	- - -	4	12 6 -	1	3 - -	10	31 1 -	1	3 - -	- -	16	49 7 -
TOTAL - - -	13	7 1 9	18	14 7 10	101	70 1 1	9	9 2 -	45	51 11 9	4	4 11 6	- -	-	156 15 11

I P S W I C H.

NAMES of PILOTS.

See List of Pilots printed at p. 48 of Parl. Paper, No. 516, of 1855.

William Henry Girling has been licensed in the room of Edward Chaplin, who has ceased to act.

RATES of PILOTAGE and REGULATIONS.

The Rates and Regulations are the same as printed at pp. 49, 50 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.					TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Harwich to Downham Reach.	81	38 2 6	3	1 9 5	19	9 12 -	6	3 4 3	44	22 11 8	4	1 16 6	- nil -	157	76 16 4
From Levington Creek to ditto.	75	22 - -	7	1 13 5	-	- - -	-	- - -	-	- - -	-	- - -	- -	82	23 13 5
From Downham Reach to Ipswich.	635	318 4 11	343	157 8 9	45	22 7 9	20	8 19 2	29	13 18 9	26	12 16 -	- -	1,098	533 15 4
TOTAL - - -	791	378 7 5	353	160 11 7	64	31 19 9	26	12 3 5	73	36 10 5	30	14 12 6	- -	-	634 5 1

(2.)—OUTWARDS.

From Ipswich to Downham Reach.	540	219 - 3	367	124 17 -	29	13 13 10	15	5 15 8	21	9 14 9	21	7 3 -	- nil -	993	380 4 6
From Downham Reach to Levington Creek.	101	19 8 8	3	- 11 7	4	1 - 3	-	- - -	-	- - -	-	- - -	- -	108	21 - 6
From Downham Reach to Harwich.	63	26 19 7	9	2 12 -	6	2 19 6	1	- 5 4	35	13 12 6	3	1 1 4	- -	117	47 10 3
TOTAL - - -	704	265 8 6	379	128 - 7	39	17 13 7	16	6 1 -	56	23 7 3	24	8 4 4	- -	448	448 15 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

LOWESTOFT.

NAMES of PILOTS.

The Pilots are the same as stated at p. 26, of Parl. Paper, No. 354, of 1856.

RATES of PILOTAGE.

The Rates are the same as printed at p. 26, of Parl. Paper, No. 354, of 1856.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Sea to Roads -	2	6 - -	-	- -	14	35 2 -	10	22 16 -	21	58 12 -	1	2 8 -	nil	48	124 18 -	
From Roads to Harbour -	102	69 8 3	121	99 11 5	24	17 14 1	67	51 9 11	26	18 1 10	26	21 2 7	-	366	277 8 1	
Distance Money - -	-	- -	-	- -	-	- -	-	- -	5	5 10 -	-	- -	-	5	5 10 -	
TOTAL - - -	104	75 8 3	121	99 11 5	38	52 16 1	77	74 5 11	52	82 3 10	27	23 10 7	-	-	407 16 1	

(2.)—OUTWARDS.

From Harbour to Roads -	22	11 16 3	59	40 11 8	7	4 18 6	57	43 5 1	9	5 3 6	38	22 10 6	nil		192	128 5 6
From Roads to Sea -	2	2 15 -	4	5 18 9	31	50 4 -	15	23 7 9	22	29 19 6	3	4 2 6	-		77	116 7 6
TOTAL - - -	24	14 11 3	63	46 10 5	38	55 2 6	72	66 12 10	31	35 3 -	41	26 13 -	-		-	244 13 -

MALDON.

NAMES of PILOTS.

The Pilots are the same as printed at p. 52 of Parl. Paper, No. 516, of 1855.

RATES of PILOTAGE.

The Rates are the same as printed at p. 52 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.				£. s. d.
From Sea to Eastness - - -	-	- - -	-	- - -	3	19 15 5	-	- - nil -	3	19 15 5
From Stansgate to Maldon -	289	171 1 9	1	- 8 9	10	6 1 3	-	- - - -	300	177 11 9
Distance Money - - -	-	- - -	-	- - -	1	3 - -	-	- - - -	1	3 - -
TOTAL - - -	289	171 1 9	1	- 8 9	14	28 16 8	-	- - - -	-	200 7 2

(2.)—OUTWARDS.

From Maldon to Stansgate -	266	112 14 9	-	-	8	4 12 -	-	nil	274	117 6 9
From Stansgate to Eastness -	-	-	-	-	2	1 8 6	-	-	2	1 8 6
From Eastness to Sea - - -	-	-	-	-	3	12 7 3	-	-	3	12 7 3
TOTAL - - -	266	112 14 9	-	-	13	18 7 9	-	-	-	131 2 6

MILFORD.

NAMES of PILOTS.

The Pilots are the same as printed at p. 53 of Parl. Paper, No. 516, of 1855, with the exception of William Gerrard, in whose place David Griffiths, aged 36, has been licensed.

RATES of PILOTAGE.

The Rates are the same as printed at pp. 53, 54 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Sea to Harbour below a line from Newton Noyse Point to Martin's Haven.	4	6 6 3	4	11 8 -	39	74 1 6	3	9 9 -	15	29 5 6	-	- -	nil	65	130 10 3	
From Sea to Harbour above ditto - - -	-	- -	2	4 5 6	18	81 12 -	-	- -	9	35 8 6	-	- -	-	29	121 6 -	
Transporting within district, lay days, &c. - - -	6	5 4 6	2	2 6 -	22	24 10 -	-	- -	9	9 2 9	-	- -	-	39	41 3 3	
Distance Money - - -	-	- -	-	- -	1	3 3 -	-	- -	1	6 - -	-	- -	-	2	9 3 -	
TOTAL - - -	10	11 10 9	8	17 19 6	80	183 6 6	3	9 9 -	34	79 16 9	-	- -	-	-	302 2 6	

(2.)—OUTWARDS.

From Harbour, above a line drawn from New- ton Noyse Point to Martin's Haven, to Sea.	2	3 18 9	4	10 11 -	4	11 - 6	2	7 11 6	6	15 2 -	-	-	nil	18 48 3 9
From Harbour below ditto, to ditto - - -	6	7 15 -	1	1 5 -	48	93 1 -	4	9 3 -	13	22 13 -	1	2 12 6	-	73 141 9 6
Distance Money - - -	-	-	-	-	-	-	1	6 6 -	-	-	-	-	-	1 6 6 -
TOTAL - - -	8	11 13 9	5	11 16 -	52	109 1 6	7	23 - 6	19	37 15 -	1	2 12 6	-	195 19 3

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
Thomas Emanuel - - - -	49	From the outside of Neath Bar into the Port and Harbour of Neath, and <i>vice versâ</i> .
James Harris - - - -	50	
Charles Harris - - - -	51	
Thomas Jones - - - -	66	
Daniel Perkins - - - -	49	
William Phillips (2) - - - -	52	
Lewis Reynolds - - - -	46	
Edward Vaughan - - - -	59	
John White - - - -	72	
Charles Williams - - - -	55	
Daniel Williams - - - -	64	
Griffith Williams - - - -	43	
Lewis Williams - - - -	42	
Thomas Williams - - - -	61	
William Williams (1) - - - -	63	
William Williams (2) - - - -	56	
William Williams (3) - - - -	43	
William Williams (4) - - - -	41	
John Emanuel - - - -	48	
Thomas White - - - -	40	
Henry Perrett - - - -	59	
John Evans - - - -	33	
James Williams - - - -	23	
Daniel Williams - - - -	30	
David Reynolds - - - -	38	
David Jenkins - - - -	41	
David Morgan - - - -	68	

RATES of PILOTAGE.

The Rates are the same as printed at pp. 55 and 56 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.	PRIVILEGED.				UNPRIVILEGED.				
	Not Towed by Steam.		Towed by Steam.			Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.		No.	Amount.		
		£. s. d.		£. s. d.			£. s. d.		£. s. d.			£. s. d.		
From Sea to 1st Station -	317	147 - 8	1,069	522 3 10	- nil -	5	1 15 -	26	11 18 -	nil	1,417	682 17 6		
From Sea to 2d Station -	23	14 11 10	212	133 4 10	- - -	1	- 8 -	20	8 15 -	-	256	156 19 8		
From Sea to 3d Station -	18	10 17 9	62	38 10 11	- - -	-	- - -	1	- 11 6	-	81	50 - 2		
TOTAL - - -	358	172 10 3	1,343	693 19 7	- - -	6	2 3 -	47	21 4 6	-	1,754	889 17 4		

(2.)—OUTWARDS.

From 3d Station to Sea -	15	8 12 3	54	34 1 3	- nil -	-	- - -	-	- - -	nil	69	42 13 6
From 2d Station to Sea -	26	17 12 8	194	140 15 11	- - -	4	2 10 3	15	10 4 -	-	239	171 2 10
From 1st Station to Sea -	329	180 6 10	1,047	613 11 2	- - -	6	2 14 8	28	15 13 7	-	1,410	812 6 3
TOTAL - - -	370	206 11 9	1,295	788 8 4	- - -	10	5 4 11	43	25 17 7	-	1,718	1,026 2 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

NEW HAVEN.

NAMES of PILOTS.

The Pilots are the same as those stated to be acting in 1855. See Parl. Paper, No. 354, of 1856, p. 29.

RATES of PILOTAGE.

The Rates are the same as printed at p. 57 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.		BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
		COASTERS.		OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.				
From Sea to Harbour	-	250	269 2 -	19	12 15 -	2	1 6 6	12	9 5 3	1	- 9 9	nil	284	292 18 6	

(2.)—OUTWARDS.

From Harbour to Sea -	239	125 6 9	19	11 19 3	2	1 6 6	12	7 3 9	1	- 9 9	nil.	273	146 6 -
Distance Money -	-	- - -	-	- - -	-	- - -	1	5 1 6	-	- - -	-	1	5 1 6
TOTAL - - -	239	125 6 9	19	11 19 3	2	1 6 6	13	12 5 3	1	- 9 9	-	274	151 7 6

NEWPORT.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
Thomas Brown - - - -	59	From Rumney River to Redwick Pill, and into and out of all ports and places within those limits, and across the Bristol Channel, between the said Rumney River and Redwick Pill, as far as an imaginary line drawn from the Flat and Steep Holmes Islands to Aust, in the county of Gloucester.
William Anstice - - - -	47	
Abraham Gilmore - - - -	48	
Charles Cox - - - -	45	
George Morgan - - - -	53	
Daniel Jones - - - -	56	
George Nash - - - -	46	
David Prosser - - - -	42	
George Atwell - - - -	45	
John Williams - - - -	42	
Cornelius Driscoll - - - -	42	
Henry Ray - - - -	47	
William Parfitt, jun. - - - -	28	
William Jones - - - -	27	
James Comerford - - - -	32	
Thomas Phillips - - - -	38	
David James - - - -	37	
Henry Ray, jun. - - - -	24	
Thomas Jones - - - -	22	
Henry James Fry - - - -	25	

RATES of PILOTAGE.

The Rates are the same as printed at p. 59 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWPORT—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Penarth to Newport -	29	19 1 6	5	4 18 -	63	87 18 6	57	71 4 6	96	79 17 1	114	159 4 9	-	- - -	-	- - -	355	402 4 4
From Rumney River to New- port.	3	1 17 -	1	- 10 -	32	28 14 -	61	69 6 3	27	17 6 3	59	58 14 3	-	- - -	-	- - -	183	176 7 9
From Mouth of the Usk to Newport.	28	15 12 3	5	3 7 3	10	5 1 9	4	3 18 9	10	3 19 6	4	2 12 9	-	- - -	-	- - -	61	34 12 3
From King Road to Newport -	-	- - -	-	- - -	-	- - -	6	5 7 -	-	- - -	1	1 2 -	-	- - -	-	- - -	7	6 9 -
Lay Days and Tides Work -	8	1 14 6	-	- - -	28	19 15 -	1	- 10 6	12	7 18 -	-	- - -	-	- - -	-	- - -	44	29 18 -
Distance Money - - -	1	1 8 -	-	- - -	2	10 3 -	1	- 14 6	1	2 - -	-	- - -	-	- - -	-	- - -	5	14 5 6
TOTAL - - -	60	39 13 3	11	8 15 3	130	131 12 3	130	151 1 6	146	111 - 10	178	221 13 9	-	- - -	-	- - -	-	683 16 10

(2.)—OUTWARDS.

From Newport to Mouth of the Usk.	142	101 11 -	12	8 18 3	-	- - -	2	2 18 -	-	- - -	-	- - -	-	- - -	-	- - -	156	113 7 3
From Newport to Rumney River.	-	- - -	-	- - -	1	1 17 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 17 6
From Newport to Penarth -	35	42 3 9	7	9 15 -	216	310 18 3	201	430 3 -	183	218 7 3	212	471 4 -	2	3 2 6	3	8 10 7	859	1,494 4 4
Distance Money - - -	-	- - -	-	- - -	1	6 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	6 - -
TOTAL - - -	177	143 14 9	19	18 13 3	218	318 15 9	203	438 1 -	183	218 7 3	212	471 4 -	2	3 2 6	3	8 10 7	1,017	1,615 9 1

PADSTOW.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
Thomas Chapman - - - -	54	From the Moulds eastward of Pentyre Point to the Quays westward of Trevoce Head, and into and out of all ports and places within those limits.
William Stribley - - - -	34	
John Blake - - - -	40	
Henry Ryley - - - -	48	
William Treleaven - - - -	45	
Robert Cobbledick - - - -	44	
Samuel French - - - -	30	

RATES of PILOTAGE.

The Rates are the same as printed at pp. 60 and 61 of Parl. Paper, No. 516, of 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PADSTOW—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.			TOTALS.	
	COASTERS.				OVERSEA.		PRIVILEGED.		UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Stepper Point to Padstow	389	144 6 8	1	- 3 4	17	36 13 10	5	1 11 4	nil	412	182 15 2

(2.)—OUTWARDS.

From Padstow to Stepper Point	121	27 17 10	-	- - -	12	20 13 8	2	- 6 4	nil	135	48 17 10
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P E N Z A N C E.

NAMES of PILOTS.

The Pilots are the same as those stated to be acting in 1855. See Parl. Paper, No. 354, of 1856, p. 31.

RATES of PILOTAGE.

The Rates are the same as those printed in Parl. Paper, No. 516, of 1855, p. 62.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads and Harbour	43	27 17 -	43	55 11 -	46	63 11 -	-	- nil -	132	146 19 -
From Roads to Pier - -	2	1 13 -	7	6 2 6	14	12 13 -	-	- - -	23	20 8 6
Distance Money - - -	12	3 15 -	23	15 16 -	35	26 19 6	-	- - -	70	46 10 6
TOTAL - - -	57	33 5 -	73	77 9 6	95	103 3 6	-	- - -	-	213 18 -

(2.)—OUTWARDS.

From Harbour to Roads - -	-	- - -	-	- - -	1	- 18 -	-	- nil -	1	- 18 -
From Harbour to Sea - -	8	3 4 -	42	52 13 6	29	28 6 -	-	- - -	79	84 3 6
From Roads to Sea - -	-	- - -	-	- - -	1	1 10 -	-	- - -	1	1 10 -
TOTAL - - -	8	3 4 -	42	52 13 6	31	30 14 -	-	- - -	81	86 11 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

P L Y M O U T H.

NAMES of PILOTS.

The Pilots are the same as printed in Parl. Paper, No. 516, of 1855, p. 63, with the exception of Francis Collings, in whose place Charles Tucker, aged 29, has been licensed.

RATES of PILOTAGE.

The rates are the same as printed in Parl. Paper, No. 516, of 1855, pp. 63, 64.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
From Sea to Cawsand Bay	-	-	-	-	1	1 11 -	-	-	-	-	-	-	-	nil	1	1 11 -		
From Sea to Sound	4	5 17 -	2	5 2 -	170	357 7 4	29	56 16 3	115	207 4 6	7	9 11 9	-	-	327	621 18 10		
From Sea to Catwater	2	3 12 -	-	-	48	118 17 -	5	15 1 -	13	28 16 6	1	2 - -	-	-	69	168 6 6		
From Sea to Sutton Pool	4	8 6 -	-	-	15	35 1 -	1	1 12 -	6	15 4 -	1	1 16 -	-	-	27	61 19 -		
From Sea to Hamoaze	2	4 8 -	2	7 15 -	21	66 19 6	7	23 12 6	18	51 17 -	1	4 - -	-	-	51	158 12 -		
From Sea to Mill Bay	1	1 16 -	11	27 18 6	5	13 1 -	19	48 1 6	1	4 10 -	1	2 - -	-	-	38	97 7 -		
From Sea to Stonehouse Pool	-	-	-	-	3	8 16 -	-	-	3	10 15 -	-	-	-	-	6	19 11 -		
From Sea to Plymouth Pool	-	-	-	-	4	9 10 -	-	-	-	-	-	-	-	-	4	9 10 -		
From Sea (within the line) to Sound	-	-	-	-	-	-	-	-	1	2 3 9	-	-	-	-	1	2 3 9		
From Sea (within the line) to Catwater	-	-	-	-	1	1 13 -	-	-	-	-	-	-	-	-	1	1 13 -		
From Cawsand Bay to Catwater	-	-	-	-	2	4 4 6	-	-	-	-	-	-	-	-	2	4 4 6		
From Sound to Catwater	1	1 10 -	1	1 13 9	11	24 15 9	3	9 3 6	4	8 8 -	5	13 14 9	-	-	25	59 5 9		
From Sound to Sutton Pool	1	1 1 3	-	-	3	3 15 -	1	2 9 -	3	6 14 -	2	4 2 9	-	-	10	18 2 -		
From Sound to Hamoaze	-	-	-	-	7	14 4 -	5	14 3 9	2	6 7 -	3	4 5 -	-	-	17	38 19 9		
From Sound to Mill Bay	1	1 - -	3	5 1 -	2	4 8 6	5	11 12 3	3	7 2 -	1	3 3 -	-	-	15	32 6 9		
From Sound to Stonehouse Pool	-	-	-	-	-	-	3	5 17 6	5	10 18 3	1	2 12 6	-	-	9	19 8 3		
From Sound to Plymouth Pool	-	-	-	-	1	1 2 6	-	-	1	1 10 -	1	2 16 -	-	-	3	5 8 6		
Transporting within the Dis- trict	-	-	3	3 15 -	4	4 9 -	9	11 - -	3	2 6 6	-	-	-	-	19	21 10 6		
Lay Days	1	- 15 -	-	-	5	8 18 -	-	-	-	-	-	-	-	-	7	10 11 -		
Distance Money	1	- 10 -	-	-	35	54 13 3	5	7 9 7	60	94 5 10	2	1 9 3	-	-	103	158 7 11		
TOTAL	18	28 15 3	22	51 5 3	338	713 6 4	92	206 18 10	238	458 2 4	27	52 9 -	-	-	-	1,510 17 -		

(2.)—OUTWARDS.

From Sound to Sea -	5	9 16 6	2	5 2 -	156	303 15 4	42	80 19 -	97	166 16 9	7	15 4 -	nil	309	581 13 7
From Catwater to Sea -	3	6 4 -	-	-	36	83 14 -	9	23 15 -	10	18 4 -	3	9 2 6	-	61	140 19 6
From Sutton Pool to Sea -	1	1 16 -	-	-	18	33 - -	-	-	11	20 8 -	3	5 12 -	-	33	60 16 -
From Hamoaze to Sea -	-	-	4	11 2 -	13	35 14 -	3	10 10 -	5	11 4 -	3	8 2 -	-	28	76 12 -
From Mill Bay to Sea -	1	1 16 -	29	73 12 6	7	20 10 9	22	58 18 6	-	-	2	3 12 -	-	61	158 9 9
From Stonehouse Pool to Sea	-	-	-	-	1	1 16 -	8	20 6 -	2	3 12 -	7	13 10 -	-	18	39 4 -
From Cawsand Bay to Sea -	-	-	-	-	1	1 - -	-	-	-	-	-	-	-	1	1 - -
From Catwater to Sound -	-	-	-	-	6	10 4 3	6	15 4 3	2	5 15 6	2	5 12 -	-	16	36 16 -
From Hamoaze to Sound -	1	2 19 -	-	-	2	1 17 6	3	5 17 6	1	1 2 6	2	2 5 -	-	9	14 1 6
From Mill Bay to Sound -	-	-	2	2 18 9	1	2 16 -	4	6 17 -	-	-	-	-	-	7	12 11 9
From Stonehouse Pool to Sound -	-	-	-	-	-	-	3	4 15 -	3	4 15 -	1	1 7 6	-	4	6 2 6
TOTAL -	11	22 11 6	37	92 15 3	241	494 7 10	100	227 2 3	129	228 10 3	29	62 19 6	-	-	1,128 6 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

P O O L E.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
Samuel Wear Hart - - -	60	From Christchurch inclusive to St. Alban's Head, and from St. Alban's Head to Christchurch; and to and from, and into and out of all ports and places within those limits.
James Hart - - -	47	
William Palmer - - -	74	
John Willis - - -	48	
William King - - -	44	
George Cains - - -	45	
John Tilsed, jun. - - -	71	
John Gerrard King - - -	32	
William Hixton - - -	51	
John Stone - - -	31	
Samuel Hart - - -	31	
William Blundell - - -	34	
Thomas Hart - - -	26	
Francis Wills King - - -	30	

RATES of PILOTAGE.

The Rates are the same as printed in Parl. Paper, No. 516, of 1855, p. 65.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Sea to Studland Bay -	6	4 13 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	- nil -	6	4 13 -	
From Studland Bay to Poole	52	52 3 -	11	12 14 -	15	21 16 6	1	1 19 -	-	- - -	1	1 1 -	- -	80	89 13 6	
From Sea to ditto -	146	146 10 6	43	54 - -	37	46 1 -	13	22 18 -	7	10 1 6	2	4 11 -	- -	248	284 2 -	
From St. Alban's to ditto -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 16 -	-	- - -	- -	1	1 16 -	
TOTAL - - -	204	203 6 6	54	66 14 -	52	67 17 6	14	24 17 -	8	11 17 6	3	5 12 -	- -	-	380 4 6	

(2.)—O U T W A R D S.

From Poole to Studland Bay	193	172 3 -	25	24 8 -	22	35 2 -	8	13 2 6	3	3 6 -	4	6 - -	- -	255 254 1 6
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P O R T M A D O C.

NAMES of PILOTS.

The Pilots are the same as those printed in Parl. Paper, No. 516, of 1855, p. 66.

RATES of PILOTAGE.

The Rates are the same as those printed in Parl. Paper, No. 516, of 1855, pp. 66, 67.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PORTMADOC—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.			TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED		UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.					
From Sea to Harbour -	402	160 7 6	13	9 10 8	75	51 3 6	1	- 17 -	1	- 11 8	- nil -	492	222 10 4

(2.)—OUTWARDS.

From Harbour to Sea -	436	172 8 5	13	9 10 8	82	56 19 7	1	- 17 1	1	- 11 8	- nil -	533	240 7 5
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ROCHESTER.

NAMES of PILOTS.

NAME.	AGE.	LIMITS OF LICENCE.	NAME.	AGE.	LIMITS OF LICENCE.
Thomas James Brown -	46	From Gravesend down the River of Thames, and the North and South Channels, and round the Long Sand Head into the Downs; and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, into the Downs and into Ramsgate Harbour; also from the Nore up the River Medway to Chatham, and <i>vice versâ</i> ; and from the Nore up the River of Thames to Gravesend.	William Milbank -	69	From the Nore down the River of Thames, and the North and South Channels, and round the Long Sand Head into the Downs; and into and out of Harwich Harbour; also for the navigation in the back of the Goodwin Sands, round the South Sand Head, into the Downs and into Ramsgate Harbour; also from the Nore up the River Medway to Chatham, and <i>vice versâ</i> ; and from the Nore up the River of Thames to Gravesend.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.									
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.													
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.															
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.														
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.											
From Lowestoft to Orfordness	-	-	-	-	-	-	-	-	-	2	7	10	-	-	-	2	7	10								
From Orfordness to Nore	-	-	-	-	-	-	-	-	-	2	11	9	3	-	-	-	2	11	9	3						
From Orfordness to Rochester	-	-	-	-	-	-	-	-	-	1	11	18	-	-	-	-	1	11	18	-						
From Nore to Rochester	-	-	-	-	-	1	3	11	-	-	-	-	-	-	-	-	11	33	16	-						
From Sheerness to Rochester	-	-	-	-	-	1	2	-	6	7	21	5	10	-	-	1	4	6	-	9	27	12	4			
TOTAL - - -	-	-	-	-	-	2	5	11	6	7	21	5	10	15	61	2	3	1	4	6	-	-	-	92	5	7

(2.)—OUTWARDS.

From Rochester to Sea -	1	5 15 -	1	7 - -	3	24 14 -	-	- - -	9	63 5 6	- - - -	- nil -	14	160 14 6
From Chatham to Sheerness	-	- - -	-	- - -	-	- - -	1	1 12 7	-	- - -	- - - -	- - - -	1	1 12 7
From Sheerness to N	-	- - -	-	- - -	1	2 15 6	2	5 9 9	1	2 2 -	- - - -	- - - -	4	10 7 3
TOTAL - - -	1	5 15 -	1	7 - -	4	27 9 6	3	7 2 4	10	65 7 6	- - - -	- - - -	19	112 14 4

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

R Y E.

NAMES and AGES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
James Curd - - - -	46	Into and out of the port and harbour of Rye, and along the coast between Dungeness and Beachy Head, and to and from all anchorages and places within those limits.
George Rubie, jun. - - -	63	

RATES of PILOTAGE.

The Rates are the same as printed in Parl. Paper, No. 516, of 1855, p. 35.

TOTAL AMOUNT Received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.					TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Pier - -	6	5 - 9	29	31 13 4	-	- -	1	- 13 6	1	1 - 3	1	- 15 -	nil	38	39 2 10
From ditto to Town - -	8	7 10 11	9	7 18 5	1	1 5 8	-	- -	2	1 9 3	3	2 4 10	-	23	20 9 1
TOTAL - - -	14	12 11 8	38	39 11 9	1	1 5 8	1	- 13 6	3	2 9 6	4	2 19 10	-	61	59 11 11

(2.)—OUTWARDS.

From Town to Sea - -	1	- 10 6	13	7 11 6	-	- - -	-	- - -	-	- - -	1	- 10 6	nil	15	8 12 6
From Pier to ditto - -	3	2 5 10	18	8 11 8	-	- - -	1	- 13 6	-	- - -	2	1 2 10	-	24	12 13 10
TOTAL - - -	4	2 16 4	31	16 3 2	-	- - -	1	- 13 6	-	- - -	3	1 13 4	-	39	21 6 4

SCILLY.

NAMES and AGES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.	NAMES.	AGES.	LIMITS OF LICENCE.
Jacob Deason - - -	37	To and from, and into and out of all ports and places in and about the Islands of Scilly.	William Pender - - -	46	To and from, and into and out of all ports and places in and about the Islands of Scilly.
Obadiah Hicks - - -	54		Thomas Duff - - -	55	
Francis Nance - - -	55		Israel Hicks - - -	56	
Robert Pender - - -	54		Walter Legg - - -	50	
William Nicholls - - -	46		Israel Odger - - -	51	
Robert Ashford - - -	45		John Ellis (2) - - -	45	
Abraham Stevens - - -	52		Thomas Ashford Goddard	35	
Martin Ellis - - -	42		Walter Hicks - - -	36	
John Jenkins - - -	44		Walter Hicks (2) - - -	33	
William Jenkin - - -	41		Thomas Ashford - - -	36	
William H. Woodcock - - -	55		Henry H. Stediford - - -	35	
James Jenkin - - -	54		William Woodcock - - -	28	
Benjamin William Hicks	36		Israel Hicks - - -	26	
James Stediford - - -	46		Stephen Hicks - - -	30	
Francis Hicks - - -	39				

RATES of PILOTAGE.

The Rates are the same as stated in Parl. Paper, No. 516, of 1855, pp. 70, 71.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SCILLY—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.			UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.			Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Scilly -	80	77 18 7	3	8 10 -	105	261 - 5	2	9 1 9	84	173 19 -	2	7 11 9	nil	276 538 1 6
Shifting Berth -	-	- - -	-	- - -	1	1 - -	-	- - -	-	- - -	-	- - -	-	1 1 - -
Lay Days -	-	- - -	-	- - -	1	2 6 -	-	- - -	2	4 - -	-	- - -	-	3 6 6 -
TOTAL -	80	77 18 7	3	8 10 -	107	264 6 5	2	9 1 9	86	177 19 -	2	7 11 9	-	545 7 6

(2.)—OUTWARDS.

From Scilly to Sea -	77	73 15 7	3	8 10 -	97	246 13 10	2	9 1 9	78	156 6 -	2	7 11 9	nil	259 501 18 11
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S H O R E H A M.

NAMES of PILOTS.

With the exception of Gad Juniper, who has ceased to act, the Pilots are the same as printed in Parl. Paper, No. 516, of 1855, p. 72.

RATES of PILOTAGE.

The Rates are the same as printed in Parl. Paper, No. 516, of 1855, p. 72.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.					
From Sea to Harbour -	42	33 17 4	318	369 10 1	5	3 16 -	11	10 - 2	3	3 17 6	8	7 18 9	nil	387	428 19 10	

(2.)—OUTWARDS.

From Harbour to Sea -	26	16 15 3	319	134 6 1	6	4 - 10	7	3 14 6	2	- 18 -	13	5 16 9	nil	373 165 11 5
Distance Money -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 - -	-	- - -	-	1 1 - -
TOTAL -	26	16 15 3	319	134 6 1	6	4 - 10	7	3 14 6	3	1 18 -	13	5 16 9	-	374 166 11 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

SOUTHAMPTON.

NAMES of PILOTS.

With the exception of Charles Marsh, who has ceased to act, the Pilots are the same as printed in Parliamentary Paper, No. 516, of 1855, p. 73.

RATES of PILOTAGE and REGULATIONS.

The Rates and Regulations are the same as printed in Parliamentary Paper, No. 516, of 1855, p. 74.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						UNPRIVILEGED.	TOTALS.			
	COASTERS.				OVERSEA.				PRIVILEGED.										
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.								
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.					
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.
From Sea to Southampton -	-	-	-	-	-	-	5	21 14 -	8	35 17 -	8	31 - -	5	22 3 -	ni	26	110 14 -	-	-
From Spithead to ditto -	2	4 - -	-	6	14 15 -	-	7	11 3 -	40	69 1 -	11	12 14 -	21	44 8 6	-	87	156 1 6	-	-
From Stokes Bay to ditto -	2	2 6 -	-	-	-	-	1	1 19 -	-	-	2	2 8 -	1	2 14 -	-	6	9 7 -	-	-
From Leap to ditto -	2	3 - -	-	1	13 -	-	11	13 6 -	75	105 12 6	7	9 - -	5	5 8 -	-	101	136 19 6	-	-
From Brambles to ditto -	8	10 15 -	-	4	6 5 -	-	15	19 9 6	32	51 14 6	9	10 5 -	7	7 2 -	-	75	105 11 -	-	-
From Calshot to ditto -	14	10 19 4	-	1	1 4 -	-	4	3 9 -	-	-	1	1 10 -	-	-	-	20	17 2 4	-	-
From Cowes to ditto -	1	1 12 -	-	3	12 -	-	-	-	1	1 - -	-	-	3	9 - -	-	8	23 12 -	-	-
From Yarmouth to ditto -	-	-	-	-	-	-	-	-	1	2 - 6	-	-	-	-	-	1	2 - 6	-	-
From Portsmouth to ditto -	-	-	-	3	9 -	-	-	-	5	12 18 -	-	-	-	-	-	8	21 18 -	-	-
From St. Helen's to ditto -	1	2 5 -	-	-	-	-	1	2 6 6	1	4 4 -	3	3 8 -	-	-	-	6	12 3 6	-	-
From Needles to ditto -	-	-	-	-	-	-	-	-	-	-	-	-	1	7 4 -	-	1	7 4 -	-	-
From Solent to ditto -	-	-	-	-	-	-	1	2 14 -	-	-	-	-	-	-	-	1	2 14 -	-	-
From Calshot to Burzledon	1	1 10 -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1 10 -	-	-
From Brambles to ditto -	1	1 2 -	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1 2 -	-	-
From Needles to Leap -	-	-	-	-	-	-	-	-	1	3 - -	-	-	-	-	-	1	3 - -	-	-
Into and out of places within the district and Docking.	609	358 4 6	24	15 - 9	21	15 15 -	-	-	8	6 - -	20	12 1 -	5	4 19 6	-	687	412 - 9	-	-
Distance Money -	-	-	-	-	-	-	-	-	-	-	2	6 6 -	-	-	-	2	6 6 -	-	-
TOTAL - - -	641	395 13 10	42	58 17 9	66	91 16 -	172	291 7 6	63	88 12 -	48	102 19 -	-	-	-	-	1,029 6 1	-	-

(2.)—OUTWARDS.

From Southampton to Sea -	15	39 - -	10	32 9 6	34	119 5 -	158	879 17 6	34	93 9 -	47	255 - 6	nil	298	1,419 1 6
From Southampton to Calshot.	6	5 12 -	1	1 6 -	1	16 -	-	-	-	-	-	-	-	8	7 14 -
From Southampton to Brambles.	-	-	-	-	1	1 6 -	-	-	-	-	-	-	-	1	1 6 -
From Southampton to Leap	-	-	-	-	1	16 -	-	-	-	-	-	-	-	1	16 -
From Southampton to Stokes Bay.	-	-	-	-	-	-	1	1 6 -	-	-	1	1 14 -	-	2	3 - -
From Southampton to Nab Light.	-	-	-	-	-	-	4	11 5 -	2	5 2 -	-	-	-	6	16 7 -
From Southampton to Needles.	-	-	-	-	1	2 2 -	4	18 12 -	-	-	-	-	-	5	20 14 -
TOTAL - - -	21	44 12 -	11	33 15 6	38	124 5 -	167	911 - 6	36	98 11 -	48	256 14 6	-	321	1,468 18 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

TEIGNMOUTH.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
Thomas Gasking - - - -	50	-- From Lyme to Bob's Nose and from Bob's Nose to Lyme; and to and from, and into and out of all ports and places within those limits except the harbour of Exmouth.
Stephen Matthews - - - -	49	
William Gilpin - - - -	38	
Robert Gilpin - - - -	40	
Henry Whiteway - - - -	48	
John Kemp Gilpin - - - -	46	
Thomas Stigins, jun. - - - -	44	
William Stigins - - - -	44	
Samuel Clarke - - - -	41	

RATES of PILOTAGE.

The Rates are the same as printed in Parl. Paper, No. 516, of 1855, p. 76.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.					
From Sea to Harbour	208	166 9 8	105	102 - 2	2	1 11 4	5	5 10 -	-	- - -	1	1 6 8	nil -	321	276 17 10	

(2).—OUTWARDS.

From Harbour to Sea -	137	57 17 2	130	54 10 11	2	1 - -	3	1 5 4	-	- - -	1	- 5 11	nil -	273	115 2 4
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

W E L L S.

NAMES of PILOTS.

The Pilots are the same as stated in Parl. Paper, No. 516, of 1855, p. 77.

RATES of PILOTAGE.

The Rates are the same as stated in Parl. Paper, No. 516, of 1855, p. 77.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

Total amount of pilots' earnings during the year - - - - - £. 94. 17. 9.

Note.—No detailed account can be furnished.

W E Y M O U T H.

NAMES of PILOTS.

With the exception of Robert Holmes, who has ceased to act, the Pilots are the same as stated in Parliamentary Paper, No. 516, of 1855, p. 78.

RATES of PILOTAGE.

The Rates are as stated in Parliamentary Paper, No. 516, of 1855, p. 78.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.		
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Weymouth and Portland Roads.	3	3 - -	2	4 4 -	36	69 19 6	-	- - -	18	31 18 -	1	2 5 -	nil	60	111 6 6
From Weymouth and Port- land Roads to Harbour.	36	55 9 3	1	- 10 -	19	29 16 -	-	- - -	7	9 1 -	1	1 16 -	- -	64	96 12 3
From Sea to Lyme - -	54	39 15 -	-	- - -	18	14 16 9	-	- - -	2	2 10 -	-	- - -	- -	74	56 15 9
Distance Money - -	-	- - -	-	- - -	5	11 11 -	-	- - -	1	2 2 -	-	- - -	- -	6	13 13 -
TOTAL - - -	93	98 4 3	3	4 14 -	78	125 17 3	-	- - -	28	45 11 -	2	4 1 -	- -	-	278 7 6

(2.)—OUTWARDS.

From Lyme to Sea - -	38	31 14 6	-	- - -	9	8 16 6	-	- - -	1	1 10 -	-	- - -	nil	48	42 1 -
From Weymouth Harbour to Weymouth and Port- land Roads.	6	5 14 6	1	1 2 6	4	5 1 -	-	- - -	4	4 5 -	-	- - -	- -	15	16 3 -
From Roads to Sea - -	3	4 - 6	1	1 16 -	36	69 1 6	1	2 8 -	18	32 7 -	1	2 5 -	- -	60	111 18 -
Distance Money - -	-	- - -	-	- - -	1	2 2 -	-	- - -	1	3 3 -	-	- - -	- -	2	5 5 -
TOTAL - - -	47	41 9 6	2	2 18 6	50	85 1 -	1	2 8 -	24	41 5 -	1	2 5 -	- -	-	175 7 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

WOODBIDGE.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
William Clark - - - -	50	From sea over the Bar into Bawdsey Haven, and up the said haven and the River Deben to Woodbridge, and <i>vice versâ</i> .— <i>Note.</i> These pilots are not authorised to pilot vessels up or down the haven or river unless there shall not be any river pilot ready to take charge thereof.
James Watts - - - -	60	
Micah Frost - - - -	40	
Henry Newson, jun. - - -	45	
Thomas Newson - - - -	39	
Edward Passiful - - - -	63	From sea over the Bar into Bawdsey Haven, and up the said haven and the River Deben to Woodbridge, and <i>vice versâ</i> .— <i>Note.</i> These pilots are not authorised to pilot vessels from sea over the Bar, and <i>vice versâ</i> , unless there shall not be any bar pilot ready to take charge thereof.
George Richardson - - -	59	
George Richardson, jun. - -	38	
Thomas Richardson, jun. - -	40	
William Smith - - - -	43	
Mark Taylor - - - -	29	
John Disbury - - - -	37	

RATES of PILOTAGE.

The Rates are the same as stated in Parliamentary Paper, No. 516, of 1855, p. 80.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	433	119 15 2	1	- 14 -	5	1 18 3	-	- nil -	444	122 7 5
From Harbour to Lower Quays -	6	2 12 4	-	- - -	3	1 18 4	-	- - -	9	4 10 8
From Harbour to Upper Quays -	6	3 9 10	-	- - -	-	- - -	-	- - -	6	3 9 10
From Harbour to Kingston - -	2	1 7 8	1	1 - -	-	- - -	-	- - -	3	2 7 8
From Bowship to Lower Quay -	119	36 14 7	-	- - -	1	- 5 10	-	- - -	120	37 - 5
From Bowship to Upper Quay -	148	52 10 2	-	- - -	2	- 16 10	-	- - -	150	53 7 -
From Bowship to Melton - -	91	35 18 8	-	- - -	-	- - -	-	- - -	91	35 18 8
TOTAL - - -	810	252 8 5	2	1 14 -	11	4 19 3	-	- - -	823	259 1 8

(2.)—OUTWARDS.

From Kingston to Bowship -	1	- 4 2	-	- - -	-	- - -	-	- nil -	1	- 4 2
From Kingston to Harbour -	2	- 17 4	-	- - -	-	- - -	-	- - -	2	- 17 4
From Melton to Bowship -	86	34 18 -	-	- - -	-	- - -	-	- - -	86	34 18 -
From Melton to Harbour -	1	- 14 8	-	- - -	-	- - -	-	- - -	1	- 14 8
From Upper Quays to Bowship -	142	47 5 2	-	- - -	-	- - -	-	- - -	142	47 5 2
From Upper Quays to Harbour -	-	- - -	-	- - -	1	- 10 4	-	- - -	1	- 10 4
From Lower Quays to Bowship -	134	39 18 8	-	- - -	-	- - -	-	- - -	134	39 18 8
From Lower Quays to Harbour -	11	5 12 -	1	- 10 -	-	- - -	-	- - -	12	6 2 -
From Harbour to Sea - -	493	129 15 4	-	- - -	6	1 16 -	-	- - -	499	131 11 4
TOTAL - - -	870	259 5 4	1	- 10 -	7	2 6 4	-	- - -	878	262 1 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

Y A R M O U T H.

NAMES of PILOTS.

NAMES.	AGES.	LIMITS OF LICENCE.
William Cole - - - -	56	In and out of Yarmouth Harbour to the Roads, and through the different gateways to sea, and to and from sea through the gateways into Yarmouth Roads and Harbour.
Abel King - - - -	49	
Henry Leggett, jun. - - - -	60	
Edward Shaul - - - -	66	
Charles Leggett, jun. - - - -	62	
Henry Leggett - - - -	60	
Charles King - - - -	54	
John Canham - - - -	54	
John Salmon - - - -	46	
John Funney King - - - -	45	
Benjamin Bensley - - - -	55	
Richard Salmon - - - -	47	
Charles Leggett King - - - -	44	
Richard Woods - - - -	50	
Robert Moss - - - -	49	
Robert Newson - - - -	58	
John Whiley - - - -	53	
James Shaul Calver - - - -	59	
Samuel R. J. Mackerell - - - -	47	
James H. S. Leggett - - - -	44	In and out of Yarmouth Harbour to the Roads, and from Yarmouth Roads into the Harbour.
Isaac J. Shaul - - - -	61	
Robert Wood, jun. - - - -	42	
Edward Leggett - - - -	48	
Philip Newson - - - -	61	
Edward Leggett - - - -	51	
Robert Woods - - - -	66	
Benjamin Holt - - - -	40	
Richard G. Garwood - - - -	38	
James Fish Wood - - - -	39	
James Shaul - - - -	59	
Robert J. W. Halfknight - - - -	41	
Charles Leggett - - - -	52	
Edward King - - - -	38	
William C. Turner - - - -	41	
Richard Leggett - - - -	48	
James Halfknight - - - -	67	
Robert Woods - - - -	49	
James Salmon - - - -	35	
Jeremiah King - - - -	32	
Thomas Ellis - - - -	56	From sea through the different gateways and channels into Yarmouth Roads, and from Yarmouth Roads through the different gateways and channels to sea.
Benjamin King, jun. - - - -	49	
George Warnes - - - -	61	
Joseph Sutton - - - -	59	
Barzilai Thompson - - - -	46	
Stephen Steel - - - -	46	
Jacob Lamb - - - -	51	

RATES of PILOTAGE.

The Rates are the same as printed in Parl. Paper, No. 516, of 1853, p. 82.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—YARMOUTH—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Sea to Roads - -	18	47 1 6	4	7 6 -	31	86 11 -	-	- - -	70	172 6 6	1	2 8 -	nil	124	315 13 -	
From Roads to Harbour -	199	163 7 -	124	129 14 3	49	49 15 8	47	68 19 5	24	24 9 8	49	69 19 9	- -	492	506 5 9	
From Smith's Knowl to en- trance of the Gateways.	-	- - -	-	- - -	-	- - -	-	- - -	7	12 11 -	-	- - -	- -	7	12 11 -	
Distance Money - -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 - -	-	- - -	- -	1	1 - -	
TOTAL - - -	217	210 8 6	128	137 - 3	80	136 6 8	47	68 19 5	102	210 7 2	50	72 7 9	- -	624	835 9 9	

(2.)—OUTWARDS.

From Harbour to Roads -	25	20 10 2	109	96 - 7	4	5 11 7	23	34 10 7	18	13 - 1	38	31 13 8	nil	217	201 6 8
From Roads to Sea -	92	138 7 -	6	8 7 6	75	129 1 3	5	7 2 6	55	78 10 3	3	4 2 6	-	236	365 11 -
From Yarmouth to Downs -	-	- - -	-	- - -	2	24 12 -	1	10 13 9	3	37 4 -	-	- - -	-	6	72 9 9
Distance Money - -	-	- - -	-	- - -	-	- - -	-	- - -	3	40 10 -	-	- - -	-	3	40 10 -
TOTAL -	117	158 17 2	115	104 8 1	81	159 4 10	29	52 6 10	79	169 4 4	41	35 16 2	-	462	679 17 5

SUMMARY.

Number of Pilots in the London District - - -	364
Number of Pilots at the Outports - - -	595
Aggregate Number - - -	959

	£.	s.	d.
Amount received in London for Pilotage -	184,707	8	-
Amount received at the Outports „ -	41,285	2	5
Aggregate Receipts - - £.	225,992	10	5

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

EAST COAST AND EXTRA COASTING PILOTAGE.

NAMES and AGES of PILOTS.

A list of Branch and other Pilots acting in 1854 will be found in Parl. Paper, No. 516, Session 1855, pp. 119-124; and of the additions in 1855 in Parl. Paper No. 354, Session 1856, pp. 42, 43.

In 1856 the following persons ceased to act:—Frost, Botterill; Roach, Robert; Tate, Jacob.

In 1856 the following Younger Brethren were appointed Branch Pilots:

NAMES.	AGE.	SERVICE FOR WHICH LICENSED.
Marshall, Thomas - -	34	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt; and eastward, to Heligoland and the Red Buoy in the Elbe.
Parker, William Bilbie -	55	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.

Number of Pilots for this District - - - - - 83.

RATES of PILOTAGE in force for the East Coast and Extra Coasting Pilotage.

The rates are the same as stated in Parl. Paper, No. 516, of 1855, pp. 128, 129.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

TO THE HUMBER.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.		
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.				
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.				£. s. d.	
From Boston Deepes to the Humber, or the Northness of Dimlington bearing west }	-	-	-	-	1	3 4 -	-	nil	-	1	3 4 -
From Lynn Deepes to ditto -	-	-	-	-	3	9 12 -	-	-	-	3	9 12 -
From Boston Deepes to Sutton -	-	-	-	-	1	2 16 -	-	-	-	1	2 16 -
From Lynn Deepes to ditto -	-	-	-	-	1	3 10 -	-	-	-	1	3 10 -
From intermediate distances within the limits above men- tioned }	-	-	-	-	2	4 19 -	-	-	-	2	4 19 -
TOTAL - - -	-	-	-	-	8	24 1 -	-	-	-	8	24 1 -

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

FROM THE HUMBER.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.				£. s. d.
From the Humber to the Downs	-	-	5	46 5 -	4	27 7 6	-	nil	9	73 12 6
From the Humber to the Nore	-	-	1	9 - -	1	3 12 -	-	-	2	12 12 -
From the Humber, or the North- ness of Dimlington bearing west, to Boston Deep	-	-	6	31 - -	27	118 16 -	-	-	33	149 16 -
From the Humber, or the North- ness of Dimlington bearing west, to Lynn Deep	-	-	5	24 - -	65	309 16 -	-	-	70	333 16 -
From the Humber to Shields	-	-	-	- - -	1	3 5 -	-	-	1	3 5 -
From Sutton to Lynn Deep	-	-	2	9 16 -	3	12 8 6	-	-	5	22 4 6
From Skegness to ditto	-	-	1	3 15 -	2	8 8 -	-	-	3	12 3 -
From Skegness to Blakeney	-	-	-	- - -	2	4 16 -	-	-	2	4 16 -
From the Lower Roads of Lynn to Winterton Ness	-	-	-	- - -	1	7 4 -	-	-	1	7 4 -
From intermediate distances within the limits above men- tioned	8	13 18 -	29	65 2 4½	25	59 15 3	-	-	62	138 15 7½
TOTAL - - -	8	13 18 -	49	188 18 4½	131	555 8 3	-	-	188	758 4 7½

ACCOUNT of MONIES received by the Trinity House of Kingston upon-Hull.

Dr.	£. s. d.	Cr.	£. s. d.
To pilots' poundage, being 5 per cent. upon the earnings of such pilots as are younger brethren of the corporation, and the extra coasting pilots	50 9 -	By J. T. Raper, poundage paid in error -	5 6 -
Income tax	3 8 2	By Income tax - - - - -	7 14 3
		By Balance - - - - -	40 16 11
£.	53 17 2	£.	53 17 2

Note.—The above amount is carried to the general account of this corporation.

23 February 1857.

Robert Gill, Wardens' Clerk.

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS Issued for the Regulation of the Pilotage of the River *Humber*.
See Parl. Paper, No. 516, Session 1855, pp. 107-109.

NAMES of PILOTS Licensed for the Pilotage of the River *Humber*.

The Pilots are the same as contained in Parl. Paper, No. 516, Session 1855, pp. 124, 125. William Collis, aged 22; and James Treadgold Robinson, aged 23, have been since added to the Service.

Number of Pilots - - - - - 60.

APPRENTICES to the HUMBER PILOTAGE SERVICE.

NAMES.	Ages.	NAMES.	Ages.
Thomas Hicks - - - -	20	Frederick George Wilkinson -	17
John Simpson - - - -	21	William Wallace - - - -	15
John Smith - - - -	19	Isaac Brown - - - -	16
William Cockrill Thompson - -	20		

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

MASTERS and MATES to whom Certificates have been granted to Pilot their own Vessels.

NAME.	AGE.	LIMITS FOR WHICH LICENSED.
Atkinson, John - - - -	36	The limits are the same as those for which the Pilots are licensed.
Amery, John - - - -	36	
Beaumont, Benjamin Parker - -	39	
Brown, John Heugh - - - -	53	
Brown, Matthew - - - -	35	
Bennington, Charles - - - -	43	
Bissett, Joseph - - - -	47	
Bartlett, Robert - - - -	46	
Cross, John - - - -	42	
Curtis, John - - - -	40	
Dawson, Thomas - - - -	48	
Fowler, George - - - -	38	
Fairburn, Daniel - - - -	63	
Faulding, Charles - - - -	46	
Forth, James - - - -	36	
Foster, George - - - -	39	
Holdridge, John - - - -	42	
Haigh, Joseph - - - -	28	
Knowles, Richard Jordan - - -	43	
Kruger, John Frederick - - -	52	
Kruger, Henry Raines - - -	43	
Leetham, James - - - -	32	
Lidernore, George - - - -	46	
Lewis, Charles - - - -	45	
Lewis, Thomas - - - -	41	
Lancaster, Robert - - - -	51	
Maycock, Joseph - - - -	40	
Mortier, George - - - -	40	
Marshall, Thomas - - - -	35	
Mellon, William Townend - - -	33	
Martin, Richard Hick - - - -	36	
Nichol, George - - - -	31	
Newton, James - - - -	36	
Rayner, Richard - - - -	37	
Remington, John - - - -	41	
Rutter, James - - - -	28	
Shepherd, James - - - -	45	
Sales, John - - - -	43	
Sawyer, Robert Morley - - -	43	
Sadler, Thomas - - - -	45	
Storr, James - - - -	31	
Soulsby, Henry - - - -	30	
Wharton, John - - - -	45	
Whiteley, John - - - -	38	

NEW HOLLAND.

The Pilots licensed for this district are precisely the same as those licensed for the River Humber. *See p. 45.*

NAME of MASTER who has received a Certificate to Pilot his own Vessel.

Chapman, William, aged 38. Same limits as above.

RATES of PILOTAGE in force for the River *Humber*.HULL.—*See* Parl. Paper, No. 516, Session 1855, pp. 129, 130.GREAT GRIMSBY.—*See* Parl. Paper, No. 354, Session 1856, p. 45.NEW HOLLAND.—*See* Parl. Paper, No. 516, of 1855, pp. 129, 130.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

PORT OF HULL.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.				Vessels in Ballast.				UNPRIVILEGED.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			
From the distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads	-	-	-	-	-	5	7 12 9	-	-	-	18	25 3 4½	3	2 19 2	nil	26 35 15 3½		
From ditto to the Port of Kingston-upon-Hull	21	25 6 3	5	7 12 9	581	1,759 5 6	11	20 17 10	1,131	3,017 19 -	23	34 6 -	-	1,772	4,865 7 4			
From ditto to New Holland	-	-	-	-	-	-	-	-	-	1	1 - -	1	1 10 -	-	2 2 10 -			
From the distance at sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	19	20 - -	5	7 18 8	166	395 14 -	9	10 1 8	212	441 6 -	8	9 15 2	-	419	884 15 6			
From the said New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Port of Kingston-upon-Hull	-	-	-	-	-	8	16 - 3	-	-	-	6	10 3 -	-	-	-	14 26 3 3		
From the Spurn High Lighthouse, bearing north-east, to Hawke Roads or Grimsby Roads	1	- 11 11	-	-	-	1	1 9 3	-	-	-	1	- 7 6	-	-	-	3 2 8 8		
From ditto to the Port of Kingston-upon-Hull	3	2 4 -	5	5 2 10	93	19 10 10	7	7 17 8	97	172 13 1	6	4 18 -	-	211	382 17 5			
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	8	4 13 7½	3	2 1 7½	63	95 2 3	9	8 9 8	75	101 18 4	6	5 13 6	-	164	217 19 -			
From Whitebooth Roads to the Port of Kingston-upon-Hull	-	-	-	-	-	-	-	1	1 6 3	4	3 3 9	-	-	-	5 4 12 -			
From New Holland to the Port of Kingston-upon-Hull	2	- 10 9	-	-	-	2	- 12 6	-	-	-	1	- 5 6	-	-	-	5 1 8 9		
Tidesworks, Attendances, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	218 17 9		
Assistance to vessels in distress	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	110 - -		
TOTAL	54	53 6 6½	18	22 15 10½	919	2,465 18 4	37	48 13 1	1,546	3,774 1 0½	47	59 1 10	-	2,623	6,752 14 11			

VESSELS changing at Hull for Ports and Places above Hull.

	Number of Vessels.	Amount of Pilotage below Hull.
Amount paid by vessels piloted to Hull, which, before reaching their ultimate port of destination, have to pay for two or more pilots -	79	£. s. d. 169 8 1

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

(2.)—O U T W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS,								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Hawke Roads, or Grimsby Roads, to the distance at seawhere the North- ness of Dimlington bears west-south- west to the north- ward of Kilnsea North Cliff - - }	-	- - -	-	- - -	2	3 2 -	-	- - -	12	14 19 7½	1	- 13 4	Nil	15	18 14 11½	
From New Holland to } ditto - - - }	6	7 5 -	1	1 2 6	1	2 - 6	-	- - -	17	27 19 9	2	2 10 4	-	27	40 18 1	
From the Port of Kingston-upon-Hull to the distance at sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the en- trance of the River Humber - - }	135	144 4 7	67	76 9 3	527	1,184 19 8	221	260 12 1	1,094	2,128 - 7	338	407 3 4	-	2,382	4,201 9 8	
From New Holland to } ditto - - - }	-	- - -	-	- - -	1	2 11 9	-	- - -	4	8 4 3	-	- - -	-	5	10 16 -	
From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grims- by Roads - - }	1	1 - -	4	4 - 6	30	50 17 -	18	19 7 -	4	6 4 -	9	8 16 3	-	66	90 4 9	
From Hull to New Holland - - }	-	- - -	4	- 14 6	4	- 18 6	3	- 10 9	7	1 9 9	9	1 15 -	-	27	5 8 6	
Tidesworks, Attend- } ances, &c. - - }	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	185 8 -	
TOTAL - - -	142	152 9 7	76	82 6 9	565	1,244 9 5	242	280 9 10	1,138	2,186 18 1½	359	420 18 3	-	2,522	4,552 19 11½	

VESSELS from Ports and Places above *Hull* changing at *Hull*.

	Number of Vessels.	Amount of Pilotage below Hull.
Amount paid in cases where vessels have to pay for two or more pilots -	64	£. s. d. 85 5 8

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF GREAT GRIMSBY.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From the distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks -	7	7 15 5	7	6 14 11	123	259 12 -	29	29 11 9	131	271 11 6	12	13 2 11	Nil	309	588 8 6	
From the distance at sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber to the Grimsby Docks	4	3 13 9	-	- -	43	68 5 8	7	6 14 9	55	79 10 1	2	1 18 6	-	111	160 2 9	
From the Spurn High Lighthouse bearing north-east to the Grimsby Docks -	4	2 18	4	2 11 10	29	41 9 8	6	4 - 1	25	30 9 -	9	7 2 10	-	77	88 12 2	
TOTAL - - -	15	14 7 11	11	9 6 9	195	369 7 4	42	40 6 7	211	381 10 7	23	22 4 3	-	497	837 3 5	

(2.)—OUTWARDS.

From the Grimsby Docks to the distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	2	3 3 -	14	13 6 10	15	28 17 -	46	44 17 3	10	18 12 10	58	60 13 6	Nil	145	169 10 5	
From the Grimsby Docks to the distance at sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber - - -	11	9 8 3	4	2 16 9	232	427 19 8	2	3 4 6	108	159 9 11	14	13 4 8	-	371	616 3 9	
From the Grimsby Docks to the Spurn High Lighthouse bearing north-east -	-	- -	-	- -	8	10 14 7	1	- 13 5	16	18 7 6	3	2 3 2	-	28	31 18 8	
TOTAL - - -	13	12 11 3	18	16 3 7	255	467 11 3	49	48 15 2	134	196 10 3	75	76 1 4	-	544	817 12 10	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of MONIES received by the River *Humber* Commissioners in respect of Pilots and Pilotage.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	195 6 -	By balance from last account - - -	23 18 3
To amount received as contributions to the Superannuated Pilots' Fund - - -	218 8 -	By amount paid to pilots - - -	10,361 8 4
To amount received for fines and forfeitures -	30 2 6	By amount of salaries for clerk and com- modore - - - - -	270 - -
To gross amount received for inward pilotage	7,589 18 4½	By amount paid for incidentals; such as books, stationery, solicitor, taxes, trades- men's bills, &c. &c. - - - -	186 18 5
To gross amount received for outward pilotage	5,370 12 9½	By amount paid in respect of pilot cutters -	1,577 - 6
		By amount paid for pensions to the superan- nuated pilots - - - - -	313 6 -
		By amount paid in weekly relief to pilots' widows - - - - -	109 5 -
		By amount paid, as deducted from outward pilotage, for apprentices' wages, victuals, turpentine, oil, fares, boating, towing, hooking ships, &c. - - - -	480 4 10
		By balance to be carried to next account -	82 6 4
£.	13,404 7 8	£.	13,404 7 8

9 January 1857.

Charles Smith,
Clerk to the Commissioners.

PORT OF GAINSBOROUGH.

BYE-LAWS for the Regulation of Pilotage at the above Port.

See Parl. Paper, No. 516, Session 1855, pp. 110-112.

PILOTS Licensed for the above Port.

The Pilots remain the same as stated in Parl. Paper, No. 516, Session 1855, p. 127, with one exception; viz., Dring Harper, who has ceased to be a Pilot.

Number of Pilots - - - - - 3

MASTER to whom a certificate has been granted to Pilot his own vessel :—Whitton, James, aged 37.

RATES of PILOTAGE in force at the above Port.

See Parl. Paper, No. 516, Session 1855, p. 131.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
From Hull Roads to Gainsborough - - - }	12	£. s. d. 14 8 9	7	£. s. d. 7 7 -	2	£. s. d. 3 11 -	13	£. s. d. 24 5 6	5	£. s. d. 6 16 6	30	£. s. d. 49 - 6	-	69	£. s. d. 105 9 3	
From Hull Roads to Places below Keadby - - }	1	- 15 -	1	- 14 -	-	- - -	-	- - -	-	- - -	-	- - -	-	2	1 9 -	
Tidesworks, &c. - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	-	4 13 -	
TOTAL - - -	13	15 3 9	8	8 1 -	2	3 11 -	13	24 5 6	5	6 16 6	30	49 - 6	-	71	111 11 3	

(2.)—OUTWARDS.

From Gainsborough to Hull Roads - - - }	18	22 11 3	15	16 9 2	-	- - -	-	- - -	4	5 - -	26	28 5 4	-	63	72 5 9	
From places below Keadby to Hull Roads - - }	-	- - -	4	4 11 9	-	- - -	-	- - -	-	- - -	-	- - -	-	4	4 11 9	
TOTAL - - -	18	22 11 3	19	21 - 11	-	- - -	-	- - -	4	5 - -	26	28 5 4	-	67	76 17 6	

ACCOUNT of MONIES received by the Sub-Commissioners of Pilotage for the Port of Gainsborough.

RECEIPTS.		EXPENDITURE.	
	£. s. d.		£. s. d.
To gross amount received for inward pilotage	106 18 3	By amount for commission to pilot master -	14 2 8
To gross amount received for outward pilotage - - - - -	76 17 6	By pilots' boarding, railway fare, telegraph, messages, postage and parcels, receipt stamps - - - - -	3 18 -
To tideswork - - - - -	4 13 -	Paid for assistance, moorage and attendance	7 6 -
		Paid for tideswork - - - - -	4 13 -
		Paid in Christmas boxes - - - - -	- 4 -
		Paid Robert Mozley - - - - -	49 5 1½
		„ Dring Harper - - - - -	9 10 2
		„ John Barton - - - - -	58 12 8
		„ Enoch Thompson - - - - -	40 17 1½
	£. 188 8 9		£. 188 8 9

Gainsborough, 21 January 1857.

Thomas Lloyd, Pilot Master.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

PORT OF GOOLE.

BYE-LAWS in force for regulating the PILOTAGE of the Port of *Goole*.

See Parl. Paper, No. 516, Session 1855, pp. 112-114.

PILOTS Licensed for the above Port.

The Pilots are the same as those printed in Parl. Paper, No. 516, Session 1855, p. 127, with the exception of William Clarke, who has ceased to be a Pilot.

Number of Pilots - - - - - 8

NAMES of MASTERS and MATES who hold Certificates to Pilot their own Vessels.

Arnold, Joseph; Clarkson, William; Darling, William; Holdridge, John; Leetham, James; Stephenson, James; Wright, Samuel.

The limits are the same as those for which the pilots are licensed.

RATES of PILOTAGE in force at the above Port.

See Parl. Paper, No. 516, Session 1855, pp. 130, 131.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.														
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.																
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.																	
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.													
From Hull Roads to Goole	132	119	3	6	32	22	2	1	33	38	18	6	24	40	2	8	7	11	5	-	6	8	2	-	Nil -	234	239	13	9

(2.)—OUTWARDS.

From Goole to Hull Roads	125	112 6 7	61	46 16 1	6	10 - 6	14	19 8 8	9	12 5 -	5	4 19 -	-		220	205 15 10
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CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of MONIES received by the Sub-Commissioners of Pilotage for the Port of Goole.

RECEIPTS.		EXPENDITURE.	
	£. s. d.		£. s. d.
To amount of inwards pilotage - - -	239 13 9	Paid by Mr. Ellis for repairs of boat - -	1 9 6
To amount of outwards pilotage - - -	205 15 10	Returned Captain Knights for towage -	- 6 3
		By commission, &c., paid to pilot master -	44 12 3
		By pilots' boating and expenses - -	7 - 2
		By expenses for rope for pilot boat, paid Mr. Bromley - - - - -	- 7 4
		By amount of pilotage paid to the under- mentioned pilots, viz.:	
		Thomas Hailstone - - - -	55 2 10
		George Fleetham - - - -	55 2 10
		Henry Bell - - - -	55 2 10
		Henry Wood - - - -	55 2 10
		James Furness - - - -	55 2 10
		William Carter - - - -	55 2 10
		Thomas Jackson - - - -	55 2 10
		William Fratson - - - -	5 5 3
		Telegraphing sundry times - - -	- 9 -
£.	445 9 7	£.	445 9 7

Pilot Office, Goole, 5 January 1857.

Robert Chambers, Pilot Master.

PORT OF SPALDING.

BYE-LAWS in force for the Regulation of PILOTAGE at the above Port.

See Parl. Paper, No. 516, Session 1855, pp. 114-116.

NAMES of PILOTS Licensed for the above Port.

See statement under similar heading in Parl. Paper, No. 354, Session 1856, p. 53. No alteration has been made.

Number of Pilots - - - - - 4

RATES of PILOTAGE in force.

See Parl. Paper, No. 516, Session 1855, p. 130.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.				F O R E I G N V E S S E L S.				T O T A L S.	
	C O A S T E R S.		O V E R S E A.		P R I V I L E G E D.		U N P R I V I L E G E D.		No. of Vessels.	Amount.
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.				
		£. s. d.		£. s. d.		£. s. d.				£. s. d.
From Welland Setway to Spald- ing High Bridge - - - }	1	- 17 10 ½	- - -	- - -	4	4 1 -	- - Nil - -	- -	5	4 18 10 ½
Ditto to Fosdyke Bridge - -	302	157 10 4 ½	2	2 - -	6	5 6 -	- - - -	- -	310	164 16 4 ½
TOTAL - - -	303	158 8 3	2	2 - -	10	9 7 -	- - - -	- -	315	169 15 3

(2.)—O U T W A R D S.

From Fosdyke Bridge to Wel- land Setway - - - }	278	78 7 2 ½	- - - -	- - -	9	4 15 6	- - Nil - -	- -	287	83 2 8 ½
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ACCOUNT of MONIES received by the Sub-Commissioners of Pilotage for the Port of Spalding.

R E C E I P T S.		E X P E N D I T U R E.	
	£. s. d.		£. s. d.
To gross amount received for inward pilotage	169 15 3	By amount paid for commission, &c. to pilot master - - - -	10 - -
To gross amount received for outward pilotage	83 2 8 ½	By amount paid for tides works and other expenses - - - -	2 - 3 ½
		By amount of pilotage paid to the under-mentioned pilots, viz.:—	
		Thomas Stedmans - - - -	61 7 10
		Thomas Wilkinson - - - -	56 14 2
		George Law - - - -	61 7 10
		John Johnson - - - -	61 7 10
£.	252 17 11 ½	£.	252 17 11 ½

John Smith, Receiver.

P O R T O F W I S B E C H.

BYE-LAWS in force for regulating PILOTAGE at the above Port.

See Parl. Paper, No. 516, Session 1855, pp. 116–119.

NAMES of PILOTS Licensed for the above Port.

The Pilots remain as stated in Parl. Paper, No. 516, of 1855, p. 127, with the exception of James Smith, in whose place Peter Pilkington, aged 38, has been licensed.

Number of Pilots - - - - - 5

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

RATES of PILOTAGE in force at the above Port.
See Parl. Paper, No. 516, Session 1855, pp. 130.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.			TOTALS.	
	No. of Vessels.	Amount.	PRIVILEGED.		UNPRIVILEGED.	No. of Vessels.	Amount.
			No. of Vessels.	Amount.			
From the Lower Roads at Sea to the Cross Keys Bridge - - - }	237	£. s. d. 173 12 11½	40	£. s. d. 44 9 7½	- Nil -	277	£. s. d. 218 2 7
For extra pilotage above the Cross Keys Bridge - - - }	5	3 6 -	22	17 19 2	- - - -	27	21 5 2
TOTAL - - -	242	176 18 11½	62	62 8 9½	- - - -	304	239 7 9

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at Sea - - - }	187	98 5 9	33	22 19 -	- - - -	220	121 4 9
For extra pilotage from Wisbech to the Cross Keys Bridge - - - }	- -	- - -	1	- 10 8	- - - -	1	- 10 8
TOTAL - - -	187	98 5 9	34	23 9 8	- - - -	221	121 15 5

ACCOUNT of MONIES received by the Sub-Commissioners of Pilotage of the Port of Wisbech.

RECEIPT.		EXPENDITURE.	
	£. s. d.		£. s. d.
To gross amount received for inward pilotage	218 2 7	By amount of pilotage paid to the under- mentioned pilots:—	
To gross amount received for outward pilotage	121 4 9	Richard Harvey - - - -	71 5 2½
To amount received for pilotage from the Cross Keys Bridge to the town of Wisbech (under 5th bye-law) - - - -	21 5 2	William Wright - - - -	47 6 7½
To amount received for pilotage from the town of Wisbech to the Cross Keys Bridge (under 5th bye-law) - - - -	- 10 8	William Taylor - - - -	82 1 7½
		Peter Pilkington - - - -	83 3 10½
		John Burrows - - - -	77 5 10
£.	361 3 2	£.	361 3 2

Wisbech, 14 January 1857.

Fra. Jackson,
Secretary to the Sub-Commissioners.

Edw. S. Wilson, Secretary,
Trinity House, Hull,
12 March 1857.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE.

GENERAL REGULATIONS.

See Parl. Paper, No. 516 of 1855, p. 165.

PILOTS licensed by the TRINITY HOUSE for the respective PORTS under its Jurisdiction.

SHIELDS.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels into and out of Shields Harbour :			53	Robert Grieves - -	55	106	Robert Chambers - -	32
1	Thomas Chambers - -	76	54	Thomas Wright - -	55	107	William Chambers - -	32
2	William Chambers - -	76	55	Robert Wells - -	55	108	George Young - -	34
3	Robert Pearson - -	76	56	Henry Young, 1st - -	44	109	Robert Wright - -	34
4	Thomas Young, 1st - -	76	57	George Tinnmouth, 2d - -	44	110	George Tindle - -	31
5	John Harrison, 1st - -	72	58	Alexander H. Bone - -	43	111	George Stephenson - -	43
6	Thomas Hunter - -	68	59	William Young, 2d - -	43	112	Henry Hart Tully - -	31
7	Thomas Heslop - -	68	60	Robert Purvis - -	43	113	Matthew Harrison - -	38
8	John Wright, 1st - -	67	61	Ralph Philips - -	43	114	Michael Purvis - -	36
9	Jacob Bone - -	68	62	George Burn - -	43	115	John Hutchinson - -	45
10	George Tindle, 1st - -	67	63	Robert Young - -	43	116	Thomas Chambers - -	33
11	Robert Tully, 1st - -	68	64	Robert Tully, 2d - -	43	117	Thomas Young - -	33
12	Samuel Stewart - -	63	65	Henry Young, 2d - -	43	118	Robert W. Stephenson - -	31
13	Jacob Harrison - -	62	66	Robert Bone - -	42	119	John Wright - -	30
14	Andrew Purvis - -	62	67	John Marshall - -	42	120	James E. Coates - -	31
15	John Donkin - -	62	68	Richard Harrison - -	40	121	John Peel - -	30
16	William Tully - -	61	69	John C. Stephenson - -	42	122	James Purvis - -	31
17	John Marshall, 1st - -	61	70	Charles Pearson - -	51	123	Lancelot Burn - -	30
18	James Coates - -	60	71	James Young, 2d - -	40	124	Richard Purvis - -	30
19	John Milburn, 1st - -	59	72	John Bone - -	39	125	William H. Thurlbeck - -	28
20	Jacob Burn - -	57	73	George Phillips - -	39	126	Ralph Shotton - -	30
21	James Burn - -	57	74	Matthew Stephenson - -	39	127	Michael D. Donkin - -	28
22	James Morrison - -	56	75	Robert Phillips - -	39	128	George Tindle - -	28
23	Joseph Smith - -	56	76	Joseph Chambers - -	39	129	Ralph Tindle - -	30
24	Elias Stephenson - -	55	77	James Chambers - -	39	130	Robert Ainsley Harrison - -	28
25	Thomas Young, 2d - -	55	78	James Blair, 2d - -	40	131	Thomas N. Holsby - -	30
26	William Thurlbeck - -	55	79	Andrew Harrison - -	39	132	William Purvis - -	30
27	John M. Houlby - -	55	80	Thomas Stephenson - -	41	133	Robert Bone - -	31
28	Martin Stephenson - -	54	81	John S. Tindle - -	39	134	John Nevins - -	27
29	Ralph Burn - -	54	82	William Young, 3d - -	39	135	Martin Purvis - -	29
30	Richard Purvis - -	53	83	Edward Grieves - -	39	136	Henry Burn - -	25
31	Richard Houlby - -	53	84	John Young - -	39	137	James Marshall - -	25
32	William F. Chambers - -	52	85	Andrew Purvis - -	39	138	Charles Pearson - -	24
33	William Young, 1st - -	52	86	Joseph Marshall - -	37	PILOTS at Cullercoats Licensed to conduct Vessels into Shields Harbour :		
34	Robert Chambers - -	52	87	George Grieves - -	37	1	Andrew Scott - -	73
35	Thomas Young, 3d - -	51	88	Richard Stephenson - -	36	2	Robert Taylor, 1st - -	79
36	David Young - -	50	89	John Grieves, 1st - -	38	3	Francis Story, 1st - -	67
37	Gilbert Young - -	48	90	Benjamin Wright - -	37	4	Robert Story - -	58
38	Thomas Young, 4th - -	48	91	Robert Blair - -	36	5	James Pearson - -	77
39	Henry Stephenson - -	48	92	James Tindle - -	36	6	John Taylor - -	68
40	Robert Tinnmouth - -	48	93	Ralph Harrison - -	35	7	William Story, 1st - -	62
41	Matthew L. Lawson - -	48	94	John Grieves, 2d - -	38	8	Andrew Taylor - -	62
42	John Stephenson - -	48	95	James Stephenson - -	35	9	James Robinson - -	62
43	John Ramsay - -	48	96	John Wright - -	35	10	John Story - -	61
44	John Harrison, 2d - -	48	97	John Harrison - -	34	11	Robert Nicholson - -	59
45	John Morrison - -	48	98	Robert Milburn - -	35	12	William Story, 2d - -	56
46	John Chambers - -	48	99	Jacob Harrison - -	34	13	John Redford - -	49
47	John Peel - -	48	100	William Blair - -	35	14	John Clark - -	38
48	William Wright - -	48	101	John Hutchinson - -	38	15	Francis Story, 2d - -	46
49	William Nevins - -	55	102	George H. Thurlbeck - -	34	16	William Stocks - -	36
50	James Purvis - -	58	103	John E. Young - -	36	17	John Taylor - -	42
51	John Martin - -	56	104	Robert Stephenson - -	35			
52	James Fife - -	52	105	William C. Stephenson - -	35			

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—SHIELDS—continued.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed with Acting Orders to conduct Vessels Into and Out of Shields Harbour:			7	Henry Burn - - -	26	17	William Purvis - - -	29
1	John Purvis - - -	35	8	James Purvis - - -	28	18	Gilbert Purvis - - -	26
2	William Young - - -	28	9	Thomas Tindle - - -	29	19	Richard Purvis - - -	24
3	John Stephenson - - -	27	10	Ralph Burn - - -	28	20	Lancelot Burn - - -	25
4	George Marshall - - -	28	11	Joseph Stephenson - - -	27	21	Joseph T. H. A. Coates - - -	25
5	George Ayre - - -	32	12	Thomas Stephenson - - -	24	22	John Taylor Tully - - -	28
6	George Stephenson - - -	44	13	William Purvis - - -	25	23	Benjamin Hall Peel - - -	26
			14	Septimus Blair - - -	27	24	Thomas Marshall - - -	25
			15	Charles Cleet - - -	26	25	William Chambers - - -	23
			16	James Purvis - - -	26	26	John Ramsay the younger - - -	23

RIVER TYNE.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Up the River Tyne:			4	Joseph Graham - - -	22	26	Matthew Rutledge - - -	36
1	John Bruce - - -	69	5	William Freeman - - -	22	27	James Morrison - - -	36
2	John Hall - - -	61	6	John Heron - - -	28	28	Robert Morrison - - -	69
3	Robert Davison - - -	53	PILOTS Licensed to conduct Vessels Down the River Tyne:			29	Joseph P. Morton - - -	36
4	Alexander Donkin - - -	56	1	John Caverhill - - -	67	30	George Morrison - - -	47
5	Joseph Freeman, 1st - - -	55	2	Robert Harrison - - -	72	31	James Morton, 2d - - -	32
6	William Wilson - - -	54	3	Thomas Forster - - -	57	32	Richard Blakey - - -	34
7	Charles Stott - - -	53	4	George Robson - - -	53	33	John Dixon - - -	39
8	James Watson - - -	49	5	Moses Campbell - - -	51	34	Samuel Rontledge - - -	27
9	William Graham - - -	48	6	Thomas Brown - - -	53	35	Matthew B. Morton - - -	27
10	John C. Watson - - -	49	7	William Blackett - - -	50	36	Henry Blakey - - -	33
11	William Bedlington - - -	45	8	William Maxwell - - -	49	37	John Hotter - - -	34
12	John H. Knowles - - -	38	9	William Story - - -	48	38	Anthony Redhead - - -	33
13	Timothy Brown - - -	49	10	Henry Coates - - -	48	39	Henry Strachan - - -	26
14	John Heron - - -	54	11	Roger Lumsdon - - -	64	40	William Thos. Turnbull - - -	26
15	Joseph Freeman, 2d - - -	35	12	Thomas Starport - - -	63	41	Michael Wheldon - - -	26
16	Robert Freeman - - -	31	13	George Redhead - - -	38	42	Joseph Blair - - -	42
17	William Stott - - -	29	14	Maitland Murday - - -	64	43	Joseph Blackett - - -	36
18	John Freeman - - -	29	15	John Young - - -	48	44	Peter Cree - - -	37
19	Charles Stott - - -	29	16	Leonard Brown - - -	40	45	Richard Bonner Young - - -	25
20	Thomas Stott - - -	29	17	William Blakey - - -	75	46	Thomas Freeman - - -	29
21	George Emmerson, 3d - - -	25	18	Thomas Wheldon - - -	57	47	Thomas Mattison - - -	38
22	Joseph Freeman, 3d - - -	25	19	Robert Hotter - - -	72	48	Isaac Blakey - - -	29
PILOTS with Acting Orders for the River Tyne Upwards:			20	Martin S. Wheldon - - -	57	49	Robert Hogg - - -	34
1	Thomas Stott - - -	27	21	Thomas Forster - - -	58	PILOTS with Acting Orders for the River Tyne Downwards:		
2	Charles Stott - - -	30	22	Allan Strachan - - -	48	1	Edward Lumsdon - - -	23
3	Francis Freeman - - -	26	23	John Morrison - - -	36	2	George Forster - - -	25
			24	Ralph Donkin - - -	53	3	George Reed - - -	41
			25	James Morton, 1st - - -	61	4	Thomas Maxwell - - -	23

SUNDERLAND.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of Sunderland Harbour:			11	George Hopper, 1st - - -	56	24	Thomas Watson - - -	57
1	Burton Brown - - -	80	12	Francis Welch - - -	61	25	Richard Taylor - - -	52
2	Richard Dobson - - -	77	13	Thomas S. Brown - - -	55	26	John Thurlbeck, 2d - - -	47
3	William Brown - - -	69	14	James Potts - - -	52	27	Richard H. Jobling - - -	51
4	Robert Campbell - - -	69	15	George Wilson - - -	67	28	William Jones - - -	56
5	Thomas Potts - - -	68	16	Charles Donkin - - -	57	29	Henderson Brown - - -	52
6	Jacob Wake - - -	64	17	Robert Wilson - - -	50	30	Robinson Carter - - -	61
7	William Campbell - - -	64	18	William Alder - - -	53	31	William J. Atkinson - - -	52
8	William Potts - - -	63	19	George Hall - - -	51	32	Edward Jobling - - -	47
9	Thomas Scott, 1st - - -	55	20	William Patterson - - -	49	33	Edward Rowntree - - -	56
10	George Welch - - -	67	21	George Brown - - -	57	34	John Mitalc - - -	49
			22	Michael Thurlbeck, 2d - - -	47	35	James Campbell - - -	59
			23	William Liddle - - -	59	36	John Dodds - - -	52

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—SUNDERLAND—continued.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
Pilots: Sunderland Harbour—cont ^d .			82	John Jackson - -	45	128	Joseph Parkin - -	44
37	William Hunter - -	44	83	Henry Donkin - -	48	129	Ralph Stafford - -	44
38	Burton Brown, 2d - -	46	84	Robert Parker - -	47	130	Richard Pallas - -	44
39	Thomas Welch - -	40	85	Thomas Sutton - -	44	131	Thomas Jobling - -	51
40	Henry Rush - -	44	86	William Davison - -	60	132	Storm Thompson - -	63
41	Edward Brown - -	49	87	Dixon Hall - -	55	133	William Henry, jun. - -	27
42	Charles Alder - -	57	88	Henry Jones - -	39	134	George Dodds - -	39
43	Thomas Brown - -	52	89	Thomas Bambrough - -	46	135	William Brown - -	29
44	Henry Dodds - -	46	90	Thomas Wilson, 2d - -	52	136	Richardson Gibbons - -	27
45	Thomas Wrightson - -	50	91	William Milburn - -	62	137	Edward Brown - -	29
46	William Allison - -	43	92	George Metcalf - -	45	138	Robert Noble - -	27
47	Michael Brass - -	42	93	John Sanderson - -	45	139	William Wilson - -	27
48	Joseph Henry - -	45	94	William Watson - -	64	140	Edward Mordey - -	35
49	William Watson, 1st - -	47	95	John Dobson - -	27	141	George Scott - -	26
50	John Wayman - -	58	96	John Morley - -	39	142	Paul Wayman - -	27
51	Thomas Donkin - -	49	97	William Rowell - -	42	143	Thos. Williamson Wilson - -	29
52	Michael Thurlbeck, 2d - -	41	98	Matthew Donkin - -	43	144	William Davison - -	31
53	John Lindsey - -	50	99	William Welch - -	40	145	William Hopper - -	28
54	George Thurlbeck - -	39	100	George Donkin - -	37	146	Henry Brown - -	27
55	Anthony Anderson - -	61	101	George Hopper, 2d - -	36	147	Edward Brown - -	28
56	William Jameson - -	59	102	Fairley Downs - -	45	148	George Hopper - -	39
57	John Alder - -	56	103	Thomas Donkin - -	45	149	William Brown - -	29
58	Guy Potts - -	50	104	Francis Appleby - -	35	150	Charles Alder - -	32
59	Thomas Rowell - -	48	105	Thomas Wilson - -	58	Pilots with Acting Orders:		
60	William Gills - -	46	106	Edward Brown - -	33	1	James Morley - -	21
61	Thomas Potts - -	42	107	Thomas Potts - -	29	2	William Brown - -	21
62	James Johnson - -	58	108	John Metcalf - -	31	3	Thomas Scott - -	22
63	William Hall - -	53	109	Edward Brown, 3d - -	29	4	William Brown - -	24
64	Henry Kidney - -	56	110	James Liddle - -	30	5	William Alder - -	31
65	Michael Thurlbeck, 3d - -	40	111	John Donkin - -	38	6	Richardson Donkin - -	24
66	John Brown - -	38	112	Robert Lindsay - -	29	7	George Gibbins - -	26
67	Michael Hall, 2d - -	40	113	George R. Dodds - -	30	8	William Rush - -	24
68	Matthew Rush - -	40	114	Matthew Wake - -	34	9	John Alder - -	30
69	Robert Thurlbeck - -	39	115	Edward Henry - -	45	10	Thomas Brown Pattison - -	22
70	Thomas Scott - -	39	116	George Wilson, 2d - -	45	11	Thomas Carter - -	30
71	John Scott - -	39	117	James Dixon - -	45	12	Matthew Brown - -	22
72	Edward Morley - -	36	118	Thomas Potts - -	34	13	John Gills - -	25
73	Francis Taylor - -	45	119	William Brown - -	32	14	Matthew Metcalf - -	23
74	Robert Brown - -	40	120	Shadworth Brown - -	33	15	Henry Metcalf - -	23
75	William Wake - -	38	121	Robert Brown - -	34	16	George Thompson - -	38
76	William Scott - -	37	122	Edward H. Scott - -	32	17	Nathan Thompson - -	44
77	John Carter - -	38	123	Alexander Campbell - -	31	18	Matthew Donkin - -	20
78	George Scott - -	39	124	John Henry - -	35	19	Thomas Thurlbeck - -	39
79	George Gibbons - -	51	125	Robert Young - -	41	20	John Shotton - -	33
80	John Smith - -	44	126	George Hunter - -	38			
81	William Young - -	43	127	William Nell - -	43			

S E A H A M.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
Pilots Licensed to conduct Vessels Into and Out of Seaham Harbour:			16	William Bruce - -	45	34	John Bruce - -	26
			17	William Watson - -	38	35	Ralph Revely - -	26
			18	Thomas Ellemore - -	36	36	Lionel Henry, 2d - -	25
1	Thomas Ellemore - -	60	19	Walker Henry - -	35	37	Ralph Appleby - -	23
2	Taylor Ellemore - -	57	20	Morley Scott - -	34	38	William Henry - -	28
3	Francis Appleby - -	52	21	Robert Harrison - -	36	39	Thomas Scott - -	24
4	George Scott - -	50	22	Robert Mould - -	49	40	John Dobson - -	23
5	Thomas Thurlbeck - -	71	23	John Hudson - -	46	Pilots with Acting Orders:		
6	John Scott - -	50	24	James William Ellemore - -	31	1	Robert Scott - -	24
7	William Dobson - -	62	25	George Hay - -	36	2	Michael Scott - -	22
8	George Scott - -	66	26	John Harrison - -	28	3	John Dobson - -	22
9	John Harrison - -	61	27	Robert Morrington - -	50	4	Francis Appleby - -	21
10	Thomas Rush - -	50	28	Frederick Quilter - -	44	5	John Scott - -	21
11	John Dobson - -	46	29	Thomas Miller - -	41	6	Charlton Dobson - -	20
12	John Henry - -	61	30	Thomas Revely - -	30	7	William Scott - -	20
13	Lionel Henry, 1st - -	61	31	John Thurlbeck - -	32	8	George Ellemore - -	20
14	William Ellemore - -	38	32	Michael Scott - -	25			
15	William Marshall - -	44	33	James Mason Scott - -	26			

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—continued.

HARTLEPOOL.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of Hartlepool Harbour:			23	John D. Watt - -	41	48	William Pounder - -	32
1	Thomas Watt, 1st - -	77	24	Robert Spence - -	49	49	Richard Robinson - -	29
2	Robert Hodgson, 1st - -	62	25	Johnston Boagey - -	50	50	Thomas Pounder, 4th - -	35
3	Richard Pounder, 1st - -	72	26	Thornton Bulmer - -	49	51	William Coulson - -	30
4	Robert Hunter - -	58	27	Michael Snowdon - -	49	52	Thomas Hunter - -	38
5	Richard Hodgson - -	57	28	Thomas Pounder, 3d - -	42	53	Matthew Hunter - -	38
6	Thomas Pounder, 1st - -	62	29	James Pounder, 1st - -	42	54	William Hornsby - -	28
7	John Brown - -	54	30	Robert Hodgson, 2d - -	35	55	Robert Boagey - -	28
8	Matthew Horsley - -	60	31	William Hodgson, 1st - -	36	56	John Snowdon Robson - -	30
9	John H. Robinson - -	49	32	William Watt - -	36	57	James Harrison - -	32
10	Robert Pounder, 1st - -	56	33	Francis Boagey - -	39	58	John Horsley - -	26
11	John Horsley - -	60	34	William Hodgson, 2d - -	33	59	Selvey Boagey - -	26
12	Thomas Pounder, 2d - -	49	35	Robert Hunter - -	35	60	Richard Hunter - -	26
13	Michael Denton - -	57	36	Francis Watt - -	34	61	Thomas Watt - -	36
14	William Spence - -	53	37	Archibald Hunter - -	48	62	Bartholomew Huntridge - -	31
15	Robert Pounder, 2d - -	49	38	George Davison - -	45	PILOTS with Acting Orders:		
16	Joseph Snowdon - -	57	39	Thomas Horsley, 1st - -	49	1	Richard Hunter - -	26
17	Thomas Watt, 2d - -	45	40	Cuthbert Snowdon - -	41	2	Cuthbert Hodgson - -	24
18	George Horsley - -	53	41	John Hodgson - -	33	3	John Horsley - -	23
19	Richard Sharp - -	52	42	Peter Watt - -	30	4	George Horsley - -	25
20	John Pounder, 1st - -	53	43	Thomas Horsley, 2d - -	32	5	Thomas Horsley - -	26
21	Maddison Horsley - -	46	44	Thomas Pounder, 4th - -	31	6	George Horsley - -	24
22	Thomas Cooper - -	41	45	Thomas Hodgson - -	31	7	Henry Hood - -	26
			46	Matthew Lamb - -	31			
			47	Cuthbert Coulson - -	32			

HARTLEPOOL, WEST HARBOUR.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of Hartlepool West Harbour:			15	David Moor - -	47	32	Robert Horsley - -	28
1	John Appleby - -	35	16	John Ansen - -	45	33	James Pounder, 3d - -	36
2	William Hood - -	33	17	Robert Davidson - -	37	34	John Pounder, 3d - -	33
3	Henry Rowntree - -	41	18	Joseph Robinson - -	49	35	Robert Pounder - -	25
4	Cuthbert Coulson - -	34	19	John Coulson - -	49	36	William Hood - -	26
5	Thomas Hood - -	54	20	Henry C. Hood - -	43	37	Robert Booth - -	23
6	John Rowntree - -	47	21	John C. Hood - -	43	38	Chapman Bulmer - -	23
7	Cuthbert Pounder - -	56	22	Thomas Hodgson - -	30	PILOTS with Acting Orders:		
8	Michael Coulson - -	44	23	Robert Storror - -	50	1	Michael Smilt Coulson - -	27
9	Jacob Hood - -	44	24	John Marshall - -	32	2	Coulson Hood - -	23
10	Richard Coulson - -	36	25	George Coulson - -	42	3	Shepherd Hastings - -	23
11	Richard Coulson, 2d - -	54	26	Matthew Pounder - -	30	4	Jonathan Moor - -	22
12	Robert Burn - -	37	27	Eden Harrison - -	30	5	Joseph Robinson - -	24
13	William Hastings - -	40	28	Robert Hodgson - -	30	6	John Harrison - -	25
14	Robert Horsley - -	36	29	John Pounder, 2d - -	26			
			30	John Wood - -	36			
			31	Jonathan Pounder - -	29			

STOCKTON.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
SEA PILOTS Licensed to conduct Vessels Into and Out of the Tees:			10	Andrew Ditchburn - -	62	22	John Spurr Dixon - -	28
1	George Robinson - -	65	11	Robert Sheldon - -	62	23	Anthony Davison - -	27
2	John Denny - -	64	12	Joseph Carter - -	61	24	Robert Clarke - -	26
3	John Hall - -	63	13	Henry Sheldon - -	58	25	James Carter - -	27
4	Henry Guy - -	69	14	George Clark - -	50	26	John Lister - -	63
5	George Allen - -	64	15	John Dixon - -	52	27	William Hood - -	62
6	Slater Potts - -	62	16	Matthew E. Clark - -	34	28	James Lithgo - -	53
7	William Burnicle - -	64	17	William Burnicle, 2d - -	29	29	William Brown - -	59
8	Robert Clark - -	60	18	William Dixon - -	31	30	Robert Bulmer - -	44
9	John Upton - -	66	19	Robert Cass - -	30	31	Robert Hood - -	45
			20	Robert Sheldon - -	32	32	Matthew Coverdale - -	67
			21	John Wilson - -	31			

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—STOCKTON—*continued.*

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
Pilots with Acting Orders :			4	William Brown - -	53	12	John Dalkin - - -	51
1	Matthew Lamb - -	37	5	George Dunkin - -	50	13	Thomas Sheraton - -	61
Continuation of Tees Pilots for the River :			6	William Burnicle - -	50	14	William Allison - -	66
1	John Lister - - -	52	7	Richard Haddock - -	53	15	Robert Lister - - -	50
2	John Duncan - - -	47	8	William Davison - -	43	16	William Donkin - -	31
3	John Muirhead - -	59	9	Alexander Donkin - -	38	17	Charles C. Duncan - -	31
			10	Mark Davison - - -	37	18	James Finlay - - -	47
			11	Joseph Wass - - -	40	19	Thomas Lister - - -	21

W H I T B Y.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
Pilots Licensed to conduct Vessels Into and Out of Whitby Harbour :			6	William Jameson - -	51	14	John Pickering - -	43
1	William Douglass - -	64	7	William Bilton - -	60	15	James Marshall - -	42
2	Henry Hodgson - -	59	8	William Potts - - -	50	16	Robert Leadley - -	38
3	Thomas Douglass - -	53	9	Thomas Hodgson - -	47	Pilots with Acting Orders :		
4	John Walker - - -	59	10	Matthew Gales - - -	50	1	Jackson Noble - - -	56
5	Robert Wilson - - -	53	11	John Douglass - - -	38			
			12	John Cass - - - -	40			
			13	Thomas Thompson - -	40			

B L Y T H.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
Pilots Licensed to conduct Vessels Into and Out of Blyth Harbour :			7	William Short - - -	62	16	Thomas Dolmahoy - -	52
1	Thomas Redford - -	72	8	William Redford, 1st -	60	17	John Brown - - -	48
2	Thomas Pattison - -	74	9	Cuthbert Short - - -	56	18	William Chambers - -	53
3	John Steavenson - -	63	10	Matthew Burn - - -	51	19	William Armstrong - -	38
4	Anthony Potts - - -	75	11	John Burn - - - -	38	20	Thomas Redford, 2d -	46
5	James Redford - - -	62	12	John Twizell - - -	43	21	Thomas Short - - -	37
6	Robert Burn - - -	62	13	Marshall Davis - - -	41	22	James Redford - - -	30
			14	William Redford, 2d -	36	23	John Hogg - - - -	36
			15	Jasper Tate - - - -	48	24	William Dinsdale - -	45

HARTLEY HARBOUR.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
Pilots Licensed to conduct Vessels Into and Out of Hartley Harbour :					
1	William Elder - - -	62	3	Thomas Winship - - -	58
2	Matthew Harrison - -	63	4	Matthew Fowler - - -	62

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

W A R K W O R T H.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of Warkworth Harbour:					
1	Ralph Dawson - - -	55	6	William Turnbull - - -	56
2	John Matthews - - -	47	7	George Robinson - - -	48
3	John Norman - - -	44	8	John Matthews, 2d - - -	28
4	Andrew F. Taylor - - -	51	9	Robert Matthews - - -	27
5	James Dennis - - -	29			

A L N M O U T H.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of Alnmouth:					
1	Hunter Taylor - - -	60	3	William Stephenson - - -	58
2	George Robinson - - -	54	4	William Stanton - - -	47

N O R T H S U N D E R L A N D.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of North Sunderland:					
1	William Walker - - -	61	6	Michael Robson - - -	53
2	Thomas Walker, 1st - - -	61	7	George Norris - - -	51
3	Thomas Walker, 2d - - -	55	8	Robert Cuthbertson - - -	38
4	George Cuthbertson - - -	58	9	James Robson - - -	35
5	William Robson - - -	53	10	John Hall - - -	57

H O L Y I S L A N D.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels Into and Out of Holy Island:			12	George Smith - - -	56	25	William Walker, 2d - - -	45
1	James Wilson, 1st - - -	74	13	Matthew Cromerty - - -	57	26	George Allison - - -	42
2	Thomas Walker, 1st - - -	71	14	William Walker - - -	56	27	Thomas Walker, 2d - - -	41
3	William Rankin - - -	66	15	Thomas Allin - - -	49	28	John Beadnell, 2d - - -	33
4	William Allen - - -	61	16	Alexander Rankin - - -	53	29	George Markwell, 1st - - -	35
5	Thomas Shell - - -	67	17	Peter Smith - - -	51	30	Samuel Wilson - - -	31
6	Adam Shell - - -	61	18	John Cromerty - - -	53	31	George Markwell, 2d - - -	56
7	John Beadnell, 1st - - -	60	19	Ralph Wilson, 2d - - -	48	32	Thomas Shell, 2d - - -	31
8	Ralph Allison - - -	66	20	Robert Smith - - -	52	33	James Lilburn - - -	30
9	Alexander Wilson - - -	59	21	James Wilson, 2d - - -	46	PILOTS with Acting Orders for Holy Island:		
10	William Wilson - - -	60	22	William Smith - - -	47	1	Benjamin Kyle - - -	32
11	Thomas Cromarty - - -	56	23	Bartholomew Stephenson - - -	46	2	George Lilburn - - -	32
			24	James Allen, 2d - - -	37			

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

NORTH SEA AND EAST COAST OF ENGLAND.

NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.	NO.	NAMES OF PILOTS.	AGE.
PILOTS Licensed to conduct Vessels in the North Sea and East Coast of England:			10	James Lighton - -	59	22	David Reed - - -	54
			11	James S. Moffatt - -	46	23	John Hunter - - -	61
			12	Ralph Wrightson - -	47	24	John Mann - - -	37
1	John Marwood - -	82	13	James Crute - - -	46	25	John Cook - - -	46
2	Robert Blackburn - -	67	14	John Corbet - - -	49	26	John Needham - -	50
3	Anthony Wilkins - -	54	15	Edmund Temperley -	47	27	Richard Fishwick -	57
4	Andrew Moore - -	62	16	Edward Watson Gray -	41	28	William Cuthbert -	43
5	Thomas Menham - -	55	17	John M'Donald - -	46	29	John Meldrum - -	40
6	Joseph Kirkup - -	57	18	William Stamecup - -	40	30	Robert Wilson - -	54
7	John Wheldon - -	62	19	Edward Kirkup - -	50	31	Anthony Moffit - -	48
8	John Brock - - -	50	20	James Leath - - -	40	32	James Wintrim - -	48
9	John L. Linsk - -	43	21	Robert Storey - - -	61	33	George Marshall - -	50

Aggregate Number of Pilots - - - - - 781

RATES of PILOTAGE in force.

The rates for the respective Ports are stated in Parl. Paper, No. 516, of Session 1855, p. 171.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the several Ports under the Jurisdiction of the Trinity House of *Newcastle-upon-Tyne* in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED. -	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Shields - -	797	452 13 9	204	151 12 -	2,205	1,123 5 9	5	3 10 -	3,211	1,731 1 10
From Shields to Newcastle -	4,446	2,604 1 6	1,255	713 8 10	2,910	1,727 12 1	5	4 - 9	8,616	5,049 3 2
From Sea to Sunderland - -	4,848	2,558 6 2	546	310 12 3	981	540 6 -	4	2 4 -	6,379	3,411 8 5
From Sea to Seaham - -	3,127	1,567 1 3	160	80 18 6	164	76 13 3	-	- - -	3,451	1,724 13 -
From Sea to Hartlepool - -	1,875	1,054 3 11	103	59 4 9	949	622 3 3	3	1 14 9	2,930	1,737 6 8
From Sea to Hartlepool West Docks - - - - -	1,752	921 1 9	574	321 12 5	381	209 14 11	-	- - -	2,707	1,452 9 1
From Sea to Middlesbro' -	66	58 17 6	15	13 2 6	161	103 19 -	-	- - -	242	175 19 -
From Sea to Stockton - -	27	20 15 1	49	52 6 -	117	97 9 5	-	- - -	193	170 10 6
From Sea to Whitby - -	629	230 4 2	43	17 8 -	5	3 1 3	-	- - -	677	250 13 5
From Sea to Blyth - - -	627	294 1 6	116	59 - 3	280	126 7 3	-	- - -	1,023	479 9 -
From Sea to Warkworth - -	184	83 17 3	78	35 15 3	36	15 5 5	-	- - -	298	134 17 11
From Sea to North Sunderland	99	41 18 -	-	- - -	-	- - -	-	- - -	99	41 18 -
From Sea to Seaton Sluice -	80	37 9 9	7	3 11 3	-	- - -	-	- - -	87	41 1 -
From Sea to Holy Island -	139	70 15 6	1	- 13 6	3	1 8 6	-	- - -	143	72 17 6
	18,696	9,995 7 1	3,151	1,819 5 6	8,192	4,647 6 1	17	11 9 6	30,056	16,473 8 2

2.—OUTWARDS

TRINITY HOUSE, NEWCASTLE-UPON-TYNE--continued.

(2.)—O U T W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Newcastle to Shields	1,832	1,246 - 3	995	721 8 3	2,304	1,444 12 9	62	50 11 6	5,193	3,462 12 9
From Shields to Sea	4,402	3,964 12 9	2,447	2,425 8 6	2,741	2,229 18 -	77	80 - 6	9,667	8,699 19 9
From Sunderland to Sea	4,280	3,403 2 8	978	866 9 4	980	720 12 -	2	2 10 -	6,240	4,992 14 -
From Seaham to Sea	3,152	2,368 11 11	178	136 14 -	164	108 3 6	2	2 - 3	3,496	2,615 9 8
From Hartlepool to Sea	1,535	1,355 8 -	178	160 16 1	914	722 3 -	12	12 1 2	2,639	2,250 8 3
From Hartlepool West Docks to Sea	1,431	1,205 14 -	656	621 16 2	268	215 13 9	-	- - -	2,355	2,043 3 11
From Middlesbro' to Sea	233	261 6 -	175	211 12 6	234	227 15 11	-	- - -	642	700 14 5
From Stockton to Sea	116	89 13 2	13	9 6 9	100	67 17 11	-	- - -	229	166 17 10
From Whitby to Sea	577	220 15 7	44	18 2 -	5	3 10 -	-	- - -	626	242 7 7
From Blyth to Sea	574	414 3 10	175	138 16 3	276	187 - -	3	2 14 3	1,028	742 14 4
From Warkworth to Sea	108	77 8 6	154	117 4 6	36	23 - 11	-	- - -	298	217 13 11
From North Sunderland to Sea	98	52 10 -	1	- 13 6	-	- - -	-	- - -	99	53 3 6
From Seaton Sluice to Sea	65	38 11 -	17	13 6 -	-	- - -	-	- - -	82	51 17 -
From North Sea and East Coast to Sea	13	87 17 -	72	457 - -	19	111 10 -	-	- - -	104	656 7 -
From Holy Island to Sea	112	54 14 -	3	1 7 6	3	1 8 6	-	- - -	118	57 10 -
	18,528	14,840 8 8	6,086	5,900 1 4	8,044	6,063 6 3	158	149 17 8	32,816	26,953 13 11

With very few exceptions, all British and Foreign Vessels are towed into and out of the different ports under the jurisdiction of the Trinity House without any deduction from the low charge of the pilotage rates.

The above Return does not contain a correct account of all the ships sailing to and from the ports named in it, as it is not compulsory for British or Foreign Ships to take pilots according to the Local Act by which the pilots are licensed.

ACCOUNTS showing the RECEIPT and EXPENDITURE of MONIES received by the Sub-Commissioners under the
Trinity House.

NEWCASTLE.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licences and certificates	435 2 6	By balance brought forward	421 6 9
To amount received as contribution to superannuation or widows' fund		By amount paid for salaries of officers	200 17 -
To amount received for fines and for- feitures	1 15 -	By amount paid for rent of offices, &c.	9 13 11
To amount received from Newcastle Pilot Fund	66 13 7	By amount paid for or in respect of pilot boats, buoys, &c.	- 10 -
To balance carried to next account	215 17 7	By amount paid for pensions or superan- nuations	86 - -
£.	719 8 8	By amount paid for returned branches	1 1 -
		£.	719 8 8

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—continued.

SHIELDS.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account - -	1 5 8	By amount paid to officers - - -	200 13 -
To amount of fees received from applicants for licences and certificates - - -	529 17 -	By amount paid for rent of offices, &c. -	19 16 8
To amount received as contribution to Super- annuation or Widows' Fund - - -		By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	27 19 -
		By amount paid for pensions or superan- nuations - - - - -	602 - -
		By amount paid for returned branches -	4 4 -
		By balance carried to next account - -	6 18 4
£.	861 11 -	£.	861 11 -

SUNDERLAND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	3 5 -	By amount brought forward - - -	50 1 -
To amount received from Sunderland Pilot Fund - - - - -	146 13 8	By amount paid to officers - - -	142 5 4
To balance carried to next account - -	53 9 8	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	6 18 -
		By amount paid for returned branches -	4 4 -
£.	203 8 4	£.	203 8 4

NORTH SUNDERLAND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	2 - -	By balance brought forward - - -	13 - 6
To balance carried to next account - -	21 1 -	By amount paid to officers - - -	10 - 6
£.	23 1 -	£.	23 1 -

SEAHAM.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account - -	12 5 9	By amount paid to officer - - - -	18 11 6
To amount of fees received from applicants for licences and certificates - - -	25 15 -	By amount paid to Seaham Pilot Fund -	5 2 6
		By balance carried to next account - -	14 6 9
£	38 - 9	£.	38 - 9

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

WEST HARTLEPOOL.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	30 15 -	By amount paid to officers - - - -	14 - -
To amount received from West Hartlepool Pilot Fund - - - - -	14 - -	By amount paid for rent of offices, &c. - -	21 15 -
		By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	- 7 6
		By balance carried to next account - -	8 9 6
£.	44 15 -	£.	44 15 -

STOCKTON.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	8 17 -	By amount paid to officers - - - -	21 8 -
To amount of fees received from applicants for licences and certificates - - -	26 5 -	By amount paid for rent of offices, &c. -	2 2 9
To amount received from Stockton Pilotage Fund - - - - -	5 10 -	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	5 - -
		By amount paid for returned branch - -	- 10 6
		By balance carried to next account - -	11 10 9
£.	40 12 -	£.	40 12 -

WHITBY.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance carried forward - - -	60 9 4	By balance brought from last account - -	39 3 5
		By amount paid to officers, rent of offices, &c. -	21 5 11
£.	60 9 4	£.	60 9 4

BLYTH.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	6 - -	By amount paid to officer - - - -	1 - -
		By amount paid for pensions or superannuations - - - - -	5 - -
£.	6 - -	£.	6 - -

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—continued.

W A R K W O R T H.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To amount of fees received from applicants for licences and certificates - - -	1 10 -	By balance brought forward - - - -	8 10 -
To balance carried to next account - -	30 14 6	By amount paid to officers, rent of offices, &c. - - - - -	15 - -
		By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	8 14 6
<i>£.</i>	32 4 6	<i>£.</i>	32 4 6

NORTH SEA AND EAST COAST.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To balance brought from last account -	21 16 6	By amount paid to officers, rent of offices, &c. - - - - -	29 16 6
To amount of fees received from applicants for licences and certificates - - -	8 - -		
<i>£.</i>	29 16 6	<i>£.</i>	29 16 6

H O L Y I S L A N D.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To amount of fees received from applicants for licences and certificates - - -	9 5 -	By balance brought forward - - -	19 - -
To balance carried to next account - -	11 7 6	By amount paid for returned branches -	1 12 6
<i>£.</i>	20 12 6	<i>£.</i>	20 12 6

A L N M O U T H.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To balance carried to next account - -	- 10 9	By balance brought forward - - -	- 10 9

A R U N D E L.

BYE-LAWS issued by the Commissioners of the Port of *Arundel*.

See Parl. Paper, No. 516, Session 1855, p. 84.—No alteration has been made.

NAMES and AGES of PILOTS Licensed for the above Port.

See Parl. Paper, No. 516, Session 1855, p. 84.—John Sanders, aged 37, has been licensed in the place of George Winter, who has ceased to act.

RATES of PILOTAGE in force at the above Port.

The Rates of Pilotage are stated in the Bye-laws printed at p. 84 of Parl. Paper, No. 516, Session 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the above Port.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.					TOTALS.	
	COASTERS.		OVERSEA.	PRIVILEGED.		UNPRIVILEGED.						
	No. of Vessels.	Amount.		No. of Vessels.	Amount.							
		£. s. d.			£. s. d.							
Sea to Harbour (Littlehampton)	182	165 4 2	- Nil -	5	5 12 10	- Nil -	187	170 17 -				
Sea to and beyond Ford - -	48	58 1 6	- - - -	1	1 12 -	- - - -	49	59 13 6				
TOTAL - - -	230	223 5 8	- - - -	6	7 4 10	- - -	236	230 10 6				

(2.)—O U T W A R D S.

Harbour (Littlehampton) to Sea	182	82 5 6	- - - -	5	2 16 5	- - - -	187	85 1 11
Ford and beyond Ford to Sea -	48	21 13 8	- - - -	1	- 16 -	- - - -	49	22 9 8
TOTAL - - -	230	103 19 2	- - - -	6	3 12 5	- - - -	236	107 11 7

TOTAL AMOUNT received by Pilots for Inward and Outward Pilotage - - £. 338. 2. 1.

9 January 1857.

Richard Holmes, Clerk.

PORT OF BERWICK-UPON-TWEED.

BYE-LAWS issued by the Harbour Commissioners of *Berwick*.

The Bye-Laws remain the same as printed in Parl. Paper, No. 516, of 1855, p. 62.

NAMES and AGES of PILOTS licensed for the above Port.

NAMES.					AGES.	NAMES.					AGES.
George Wood	-	-	-	-	69	Richard Wood	-	-	-	-	39
John Wood	-	-	-	-	63	George Wood, Jun.	-	-	-	-	33
Peter Burgon	-	-	-	-	65	John Wood, Jun.	-	-	-	-	29
James Wood	-	-	-	-	58	Robert Wilson	-	-	-	-	27
James Wood, Jun.	-	-	-	-	48	William Patterson	-	-	-	-	36

RATES of PILOTAGE in force.

The Rates are the same as printed in Parl. Paper, No. 516, Session 1855, p. 87.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.		
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Berwick Bay to the Quays and Wharfs	113	£. s. d. 53 11 6	154	£. s. d. 90 11 8	1	£. s. d. - 12 -	20	£. s. d. 18 12 9	9	£. s. d. 8 1 -½	27	£. s. d. 26 3 10	2	£. s. d. 1 7 9½	2	£. s. d. 2 8 1½	328	£. s. d. 201 3 8½	
										N. B.—Over and above the pilotage, there has been received for assistance rendered to vessels within the harbour, 41 tidesworks, at 7 s. 6 d.								- 15 7 6	
																		216 11 2½	

(2.)—O U T W A R D S.

From Quays and Wharfs to Sea -	4	2 10 2	69	46 14 3	Nil	Nil	-	Nil	Nil	-	4	3 9 9½	21	17 - 4½	Nil	Nil	-	Nil	Nil	94	69 14 7
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TOTAL AMOUNT received by the Pilots - - - - - £. 286 5 9½

29 January 1857.

R. Home, Clerk.

PORT OF BOSTON.

BYE-LAWS issued by the Pilot Commissioners of *Boston*.

The Bye-Laws are the same as printed at page 88 of Parl. Paper, No. 516, Session 1855.

NAMES and AGES of PILOTS Licensed for the above Port.

See the List Printed at page 89 of Parl. Paper, No. 516, of 1855. The following alterations have since taken place:— Joseph Forster has since died. William Nundy, aged 37; Robert Snowden, aged 35; and Thomas Gray, aged 34, have been added to the Service.

Number now acting—Nine.

RATES of PILOTAGE in Force at the above Port.

The Rates are the same as printed at p. 89 of Parl. Paper, No. 516, Session 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.	UNPRIVILEGED.				
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	
From High Horn to Boston (11 miles) - - - - }	About 343	£. s. d. 171 10 -	About 7	£. s. d. 11 - 6	- - Nil - -	29	£. s. d. 40 5 1	379	£. s. d. 222 15 7	

(2.)—O U T W A R D S.

From Boston to High Horn (11 miles) - - - - }	About 329	131 12 -	About 21	15 18 -	- - Nil - -	29	20 2 6	379	167 12 6
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Note.—No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Harbour Commissioners.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Pilot Commissioners.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	122 19 -	By amount paid to officers - - - -	43 - -
To fees received from applicants for licences and certificates - - - -	- 5 -	By amount paid for or in respect of pilot-boats, &c., and tradesmen's bills - -	88 17 10
To gross amount received for inward pilotage - - - - -	222 15 7	By amount paid for pensions or superannuations to Roper and Woods, of 10 s. per week; Roper for an injury when on duty, and Woods for lengthened services and old age - - - - -	52 - -
To gross amount received for outward pilotage - - - - -	167 12 6	By amount received by pilots for piloting ships trading to this port - - - -	390 8 1
To amount received from other sources: on a penny per ton on coals and merchandise	168 11 -	By amount of fees received from applicants for licences and certificates - - - -	- 5 -
		By balance carried to next account - -	107 12 2
	£. 682 3 1		£. 682 3 1

22 April 1857.

George York, Clerk.

PORTS OF BRISTOL AND CARDIFF.

BRISTOL.

BYE-LAWS issued by the Town Council of *Bristol*.

The Bye-laws are the same as printed in Parl. Paper, No. 516, Session 1855, pp. 90-94.

NAMES and AGES of PILOTS and APPRENTICES.

PILOTS Licensed for the Port of *Bristol* and the *Bristol Channel*.

NAMES.	AGE.	NAMES.	AGE.	NAMES.	AGE.
William Cox - - -	51	John Gilmore, Jun. - - -	41	Charles Porter - - -	30
William Rowland - - -	33	George Craddy - - -	32	Richard Case - - -	26
Charles Marshall - - -	40	James Smith - - -	32	John Dickens - - -	40
John Thomas, Jun. - - -	40	James Ray - - -	54	John Ray - - -	58
William Pool - - -	45	James G. Ray - - -	29	George Rumney - - -	41
Thomas Scarrett - - -	47	William Ray, Jun. - - -	27	James Shepherd - - -	51
Thomas Howland - - -	39	Samuel Humphries - - -	38	John Scarrett - - -	39
William Dickens - - -	47	Joseph Brown - - -	49	George Carey, Jun. - - -	28
Charles Rumney - - -	40	Thomas Carey - - -	30	James Buck - - -	31
John Parfitt - - -	60	Thomas Wowles - - -	32	Samuel Canaway - - -	61
James D. Hall - - -	34	James Rowland - - -	51	Edward S. Canaway - - -	29
Joseph Rowles - - -	39	John Smith - - -	34	William Thomas, Jun. - - -	29
William G. Bailey - - -	26	Samuel Buck - - -	30	John Berry - - -	27
Thomas B. Hazell - - -	38	Edward Canby - - -	27	George Reed - - -	35
Joseph H. Buck - - -	37	William Ray, Sen. - - -	59	William Comerford - - -	37
Joseph S. Tippet - - -	33	George Somers - - -	32	James Atwell - - -	41
John Pains - - -	28	George Carey, Sen. - - -	54	William Reed, Jun. - - -	32
James Clissome - - -	39	James W. Buck - - -	35	John Reed - - -	27
William Reed, Sen. - - -	58	James Pains - - -	63	William Preston - - -	31
Thomas Reed - - -	61	George Buck - - -	40	William Thomas, Sen. - - -	37
Henry Reed - - -	29	John G. Gilmore - - -	43	Edward Bullock - - -	38
Edward Comerford - - -	29	Edward Craddy - - -	42	George Gilmore - - -	33
Charles Adams - - -	42	John Adams - - -	30	William Gilmore - - -	26
George Rumney - - -	34	John Thomas, Sen. - - -	45	Robert Stenner - - -	33

APPRENTICES.

NAMES.	AGE.	NAMES.	AGE.	NAMES.	AGE.
Joseph Cox - - -	17	Thomas Ray - - -	18	George Thomas - - -	19
Stephen Thomas - - -	17	Samuel Carey - - -	15	Samuel Shepperd - - -	20
Thomas Ellis - - -	16	Edward A. Thomas - - -	18	William Carey - - -	16
James Dickens - - -	22	Edward Rowland - - -	20	Arthur G. Thomas - - -	19
John Parfitt - - -	19	Joseph Simmons - - -	19	Thomas Bennett - - -	19
James S. Bailey - - -	18	Thomas Ray - - -	19	Charles Hunt - - -	20
Samuel Bennett - - -	18	Joseph Carey - - -	18	George Atwell - - -	17
George Mayer - - -	17	Thomas Rowles - - -	19	Alfred Chessel - - -	21
George Gilmore - - -	16	George Buck - - -	16	John Green - - -	17
Edward Wyatt - - -	19	Stephen Anstice - - -	15	James Shepherd - - -	17
Stephen Turner - - -	17	Joseph Adams - - -	18	Alfred Bailey - - -	19
Stephen Canaway - - -	19	James Hazell - - -	19	Thomas Rowles - - -	19
Joseph Thomas - - -	17	Thomas Dickens - - -	19	William Hunt - - -	15
Edward Craddy - - -	16				

RATES of PILOTAGE.

The Rates now in force are stated in the Bye-laws, printed in Parl. Paper, No. 516, Session 1855, pp. 91, 92.

PORTS OF BRISTOL AND CARDIFF—BRISTOL—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.			FOREIGN VESSELS.			TOTALS.	
	COASTERS.*	OVERSEA.		PRIVILEGED.	UNPRIVILEGED.		No. of Vessels.	Amount.
		No. of Vessels.	Amount.		No. of Vessels.	Amount.		
			£. s. d.			£. s. d.		£. s. d.
From Lundy to Swansea District -	- - -	22	89 8 -	- Nil -	29	108 15 6	51	198 3 6
From Lundy to Bridgewater District -	- - -	5	28 17 -	- - -	2	7 4 -	7	36 1 -
From Lundy to Cardiff District -	- - -	139	767 10 6	- - -	427	2,297 11 -	566	3,065 1 6
From Lundy to Newport District -	- - -	49	325 - -	- - -	104	693 3 6	153	1,018 3 6
From Lundy to Kingroad -	- - -	76	477 3 -	- - -	86	523 8 -	162	1,000 11 -
From Lundy to Cumberland Basin -	- - -	222	1,765 7 -	- - -	144	1,171 17 -	366	2,937 4 -
From Coombe to Bridgewater District -	- - -	-	- - -	- - -	1	2 4 -	1	2 4 -
From Coombe to Cardiff District -	- - -	11	36 13 -	- - -	12	39 3 6	23	75 16 6
From Coombe to Newport District -	- - -	3	15 4 -	- - -	2	6 10 -	5	21 14 -
From Coombe to Kingroad -	- - -	3	10 18 -	- - -	7	26 13 6	10	37 11 6
From Coombe to Cumberland Basin -	- - -	17	94 11 3	- - -	12	68 5 6	29	162 16 9
From Minehead to Cardiff District -	- - -	1	1 4 -	- - -	2	2 10 -	3	3 14 -
From Minehead to Newport District -	- - -	1	3 7 -	- - -	-	- - -	1	3 7 -
From Minehead to Kingroad -	- - -	1	3 - -	- - -	7	13 19 -	8	16 19 -
From Minehead to Cumberland Basin -	- - -	19	59 7 -	- - -	5	21 17 6	24	81 4 6
From Holmes to Kingroad -	- - -	1	1 4 -	- - -	3	3 14 -	4	4 18 -
From Holmes to Cumberland Basin -	- - -	24	60 6 -	- - -	13	37 6 9	37	97 12 9
From Cardiff to Cumberland Basin -	- - -	6	28 1 3	- - -	4	18 2 -	10	46 3 3
From Kingroad to Cumberland Basin -	- - -	153	227 7 10	- - -	53	79 15 -	206	307 2 10
From Lundy to Bideford District -	- - -	2	4 3 -	- - -	-	- - -	2	4 3 -
From Bideford District to Cumberland Basin.	- - -	2	18 5 -	- - -	-	- - -	2	18 5 -
From Lundy to Holmes - - -	- - -	-	- - -	- - -	1	6 6 6	1	6 6 6
	—	757	4,016 16 10	- - -	914	5,128 6 3	1,671	9,145 3 1

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad -	- - -	11	13 8 9	- Nil -	1	1 1 6	12	14 10 3
From Cumberland Basin to Newport District -	- - -	41	127 4 9	- - -	13	40 17 -	54	168 1 9
From Cumberland Basin to Cardiff District -	- - -	107	292 13 -	- - -	86	246 14 3	193	539 7 3
From Cumberland Basin to Swansea District -	- - -	7	34 10 -	- - -	1	4 7 3	8	38 17 3
From Cumberland Basin to Lundy -	- - -	160	1,271 9 6	- - -	75	657 8 -	235	1,928 17 6
From Kingroad to Newport District -	- - -	1	- 16 -	- - -	-	- - -	1	- 16 -
From Kingroad to Cardiff District -	- - -	2	2 16 -	- - -	2	2 4 6	4	5 - 6
From Kingroad to Swansea District -	- - -	1	2 18 -	- - -	-	- - -	1	2 18 -
From Kingroad to Lundy -	- - -	18	118 8 -	- - -	37	214 14 6	55	333 2 6
From Newport District to Lundy -	- - -	24	179 12 -	- - -	13	100 15 -	37	280 7 -
From Cardiff District to Lundy -	- - -	220	1,226 8 -	- - -	516	2,861 11 6	736	4,087 19 6
From Cumberland Basin to Bideford -	- - -	1	9 2 -	- - -	-	- - -	1	9 2 -
From Holmes to Lundy -	- - -	2	8 2 6	- - -	1	6 6 6	3	11 9 -
From Minehead to Lundy -	- - -	-	- - -	- - -	1	6 10 -	1	6 10 -
	—	595	3,287 8 6	- - -	746	4,142 10 -	1,341	7,429 18 6

* Note.—The Coasting and Irish Trade free of Pilotage, and Vessels under 80 Tons optional.

Gross Amount received for Inward Pilotage -	- - -	£. s. d.	9,145 3 1	£. s. d.	
" " Outward Pilotage -	- - -	7,429 18 6			
Gross Receipts -	- - -	£.	16,575 1 7		
Expenses of Pilots in connection with Inward Pilotage -	- - -	£. s. d.	3,580 3 9		
" " Outward Pilotage -	- - -	2,909 11 -		6,489 14 9	
Net Receipts -	- - -	£.	10,085 6 10		

Shirehampton, Port of Bristol, }
16 January 1857.

John Drew, Haven Master.

PORTS OF BRISTOL AND CARDIFF—continued.

C A R D I F F.

BYE-LAWS issued by the Town Council of *Bristol*.

The Bye-laws are the same as printed in Parl. Paper, No. 516, Session 1855, pp. 98–100.

NAMES and AGES of PILOTS and APPRENTICES Licensed or authorised to act by the Town Council.

NAMES.	AGE.	NAMES.	AGE.	NAMES.	AGE.
William Phillips - - -	63	David Howells - - -	57	Samuel Griffiths - - -	38
Edward Harris - - -	53	David Morse - - -	34	Llewellyn Francis - - -	42
John Harris - - -	27	Benjamin Morgan - - -	33	John Richards - - -	31
Thomas Steele - - -	44	Owen Williams - - -	45	David Williams - - -	55
Richard Scudamore - - -	51	John Morse - - -	32	Benjamin Evans - - -	42
James Lucas - - -	66	Elias Morgan - - -	43	Edward Head - - -	53
John Davies, Jun. - - -	38	William Evans - - -	29	Blandford Lucas - - -	41
John Davies - - -	44	John Tampling - - -	30	John Davis - - -	33
Thomas Rossur - - -	30	James Parry - - -	55	John Roberts - - -	35
David Roberts - - -	34	Thomas Thomas - - -	44		

APPRENTICES.

NAMES.	AGE.	NAMES.	AGE.	NAMES.	AGE.
John Rees - - - -	17	Horatio Davis - - -	17	Thomas Thomas - - -	18
John Steele - - - -	20	Edward Edwards - - -	19	David Williams - - -	16
James Tamplin - - -	17				

RATES of PILOTAGE in force.

The particulars are stated in the Bye-laws printed at pp. 98 and 100 of Parl. Paper, No. 516, Session 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.*	OVERSEA.		PRIVILEGED.	UNPRIVILEGED.					
		Towed by Steam.			Towed by Steam.					
		No.	Amount.		No.	Amount.	No.	Amount.		
From Pennarth Roads to Bute Docks	- Nil -	544	£. s. d. 438 18 9	- Nil -	1,329	£. s. d. 1,048 9 2	1,873	£ s. d. 1,487 7 11		

(2.)—O U T W A R D S.

From Bute Docks to Pennarth Roads	- Nil -	547	841 9 4	- Nil -	1,329	1,890 16 6	1,876	2,732 5 10
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* *Note*.—The Coasting and Irish trade are exempt from Pilotage; with vessels under 80 tons it is optional.

Gross Amount received for Inward Pilotage	- - - - -	£. s. d. 1,487 7 11	£. s. d.
" " Outward Pilotage	- - - - -	2,732 5 10	
Gross Receipts	- - - - -	£.	4,219 13 9
Expenses of Pilots in connection with Inward Pilotage	- - - - -	£. s. d. 179 11 8	
" " " Outward Pilotage	- - - - -	334 13 4	
			514 5 -
Net Receipts	- - - - -	£.	3,705 8 9

Shirehampton, Port of Bristol, }
16 January 1857.

John Drew, Haven Master.

PORT OF CHESTER.

BYE-LAWS issued by the Pilotage Trustees.

— Nil. —

NAMES and AGES of PILOTS Licensed to act for the Port of *Chester*.

NAMES.						AGE.	NAMES.						AGE.
John Lewis	-	-	-	-	-	34	John Bennett	-	-	-	-	-	35
John Edwards	-	-	-	-	-	31	Stephen Hewitt	-	-	-	-	-	39
John Bithell	-	-	-	-	-	33	John Hewitt	-	-	-	-	-	42
William Bithell	-	-	-	-	-	37	George Hewitt	-	-	-	-	-	43
Thomas Bithell	-	-	-	-	-	60	William Hewitt	-	-	-	-	-	29
William Price	-	-	-	-	-	29	John Jones	-	-	-	-	-	45
John Price	-	-	-	-	-	56	William Jones	-	-	-	-	-	38
Benjamin Bennett, sen.	-	-	-	-	-	57	John Bennion	-	-	-	-	-	44
Benjamin Bennett, jun.	-	-	-	-	-	29	John Evans	-	-	-	-	-	47
Benjamin Bennett	-	-	-	-	-	45							

RATES of PILOTAGE in force at the Port of *Chester*.

See Parl. Paper, No. 516, Session 1855, p. 102.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

NAMES.						AMOUNT.	NAMES.						AMOUNT.
						£. s. d.							£. s. d.
John Lewis	-	-	-	-	-	2 10 -	Stephen Hewitt	-	-	-	-	-	101 15 -
John Edwards	-	-	-	-	-	57 13 -	John Hewitt	-	-	-	-	-	20 8 -
John Bithell	-	-	-	-	-	17 13 -	George Hewitt	-	-	-	-	-	47 5 -
William Bithell	-	-	-	-	-	20 11 6	William Hewitt	-	-	-	-	-	74 8 6
Thomas Bithell	-	-	-	-	-	27 4 -	John Jones (return for 6 months)	-	-	-	-	-	20 5 6
William Price	-	-	-	-	-	34 12 6	William Jones	-	-	-	-	-	21 1 -
John Price	-	-	-	-	-	11 4 -	John Bennion (return for 6 months)	-	-	-	-	-	27 1 -
Benjamin Bennett, sen.	-	-	-	-	-	57 4 -	John Evans (return for 6 months)	-	-	-	-	-	42 12 6
Benjamin Bennett, jun.	-	-	-	-	-	45 16 6							
Benjamin Bennett	-	-	-	-	-	34 17 9							
John Bennett	-	-	-	-	-	91 5 -							
							TOTAL	-	-	-	£.		755 7 9

Note.—*The Trustees cannot furnish better particulars.*

ACCOUNT of MONIES received by the Pilotage Trustees.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees from applicants for licences and certificates	10 - -	By amount paid to clerk, out of which has to be paid printing, stationery, postages, &c.	10 - -

7 March 1857.

Denis Sweeny, Clerk.

PORT OF CLAY.

BYE-LAWS issued by the *Blakeney* Harbour Company.

— Nil. —

NAMES and AGES of PILOTS Licensed by the *Blakeney* Harbour Company.

The Names will be found in Parl. Paper, No. 516, Session 1855, p. 103.—Since the date of that Return Edward Baines has ceased to be a pilot; and Edward Holliday, aged 46, has been licensed in his place.

Number of Pilots: Eight.

RATES of PILOTAGE in force.

See Parl. Paper, 516, No. Session 1855, p. 104.—No subsequent alteration has been made.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				PRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	215	107 2 -	25	17 1 6	5	2 6 3	- -	- - -	245	126 9 9

(2.)—OUTWARDS.

From Harbour to Sea - -	187	82 13 6	50	26 6 -	4	1 5 -	- -	- - -	241	110 4 6
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Note.—The Amount received for Pilotage is divided between the pilots in equal portions.

18 February 1857.

Thos. W. Bacon, Clerk.

PORT OF DOUGLAS, ISLE OF MAN.

BYE-LAWS issued by the Commissioners of Harbours, *Douglas, Isle of Man.*

There are no Bye-Laws. The sections of the Act under which the Commissioners have jurisdiction in matters relating to Pilotage will be found in Parl. Paper, No. 516, Session 1855, p. 105.

NAMES and AGES of PILOTS licensed by the Commissioners of Harbours.

See Parl. Paper, No. 516, Session 1855, p. 105.—No alteration has been made.

RATES of PILOTAGE in force at the above Port.

See Parl. Paper, No. 516, Session 1855, p. 105.—No alteration has been made.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—I N W A R D S.

BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
23	15 - -	- - -	- - -	13	13 - -	- - -	- - -	36	28 - -

(2.)—O U T W A R D S.

12	6 6 -	- - -	- - -	4	3 7 -	- - -	- - -	16	9 13 -
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26 January 1857.

John Clague, Harbour Master.

KING'S LYNN.

BYE-LAWS issued by the Pilot Commissioners of *King's Lynn*.

See Parl. Paper, No. 516, Session 1855, pp. 138, 139.—No subsequent alteration has been made.

NAMES and AGES of PILOTS.

NAMES.		AGE.	NAMES.		AGE.	NAMES.		AGE.
Daniel Sydal, Headsman	-	52	Robt. Melton	- - -	53	Richd. Thompson	- -	45
John Armes	- - -	64	Richd. Jackson	- - -	51	Jas. Hitchcock	- - -	51
Wm. Chase	- - -	63	Thos. Thompson	- - -	51	E. H. Neach	- - -	47
Thos. Toplin	- - -	65	Geo. Burton	- - -	50	Saml. Greenacre	- - -	40
Wm. Cross	- - -	68	Peter Hart	- - -	46	Jno. Harle	- - -	36
Saml. Bouch	- - -	64	Chas. Bartle	- - -	57	Jas. Setchell	- - -	49
Jas. Cook	- - -	57	Robt. Fysh	- - -	46	J. G. Rayner	- - -	38
Thos. Bennett	- - -	56	Jas. Coston	- - -	47	Thos. Walker	- - -	38
Saml. Wright	- - -	53	Saml. Teasel	- - -	46	John Bays	- - -	44
Wm. Hewett	- - -	58	Thos. Shaftoe	- - -	44	Wm. Jones	- - -	33

Note.—All are licensed by the mayor, aldermen and burgesses of *Lynn*.

RATES of PILOTAGE in force at the Port of *King's Lynn*.

See Parl. Paper, No. 516, Session 1855, p. 140.—No subsequent alteration has been made.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Lynn Roads to Lynn Harbour.	1,258	928 18 6	40	43 17 8	55	50 8 2	10	11 19 5	92	65 7 -	4	3 - 8	nil	1,450	1,103 11 5	

(2.)—OUTWARDS.

From Lynn Roads to Lynn Harbour.	1,182	637 1 -	42	29 19 9	54	33 7 3	10	8 1 5	86	43 2 -	4	2 3 5	nil	1,378	753 14 10
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ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Pilot Commissioners.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward pilotage - - - - -	1,103 11 5	By amount divided amongst the working and superannuated pilots, including also the headsman's share for the use of the sloops - - - - -	1,867 15 4
To gross amount received for outward pilotage - - - - -	753 14 10	Paid for wages - - - - -	72 16 -
To amount of foreign claims - - - - -	93 7 2	Paid for candles, coals, &c. - - - - -	10 2 1
£.	1,950 13 5	£.	1,950 13 5

PORT OF LANCASTER.

BYE-LAWS issued by the Pilotage Commissioners of *Lancaster*.

See Parl. Paper, No. 516, Session 1855, pp. 142, 143.—No subsequent alteration has been made.

NAMES and AGES of PILOTS and APPRENTICES acting under the Commissioners of the Port of *Lancaster*.

The Pilots are the same as stated in Parl. Paper, No. 516, Session 1855, p. 143.

APPRENTICE:—Richard Raby, aged 15.

RATES of PILOTAGE in force at the above Port.

The Rates are the same as printed in Parl. Paper, No. 516, Session 1855, pp. 144, 145.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.		BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
		COASTERS.				OVERSEA.							
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.
From Sea to Glasson Dock	8	£. s. d. 6 12 -	-	- - -	-	- - -	1	4 5 -	-	nil -	9	£. s. d. 10 17 -	
	1	1 - -	1	2 8 -	1	2 17 6	3	10 16 6	-	- -	6	17 2 -	
	2	1 16 -	-	- -	3	11 17 6	2	6 6 -	-	- -	7	19 19 6	
TOTAL - - -		11	9 8 -	1	2 8 -	4	14 15 -	6	21 7 6	-	22	47 18 6	

(2.)—OUTWARDS.

From Glasson Dock to Sea	-	- - -	-	- - -	1	2 14 -	1	2 4 -	- nil -	2	4 18 -
	1	1 12 -	1	2 8 -	-	- - -	2	5 8 -	- - -	4	9 8 -
	-	- - -	-	- - -	1	2 4 -	3	7 12 -	- - -	4	9 16 -
TOTAL - - -	1	1 12 -	1	2 8 -	2	4 18 -	6	15 4 -	-	10	24 2 -

Total Receipts - - - £. 72 0 6

PORT OF LIVERPOOL.

BYE-LAWS for the better Regulation and Management of the *Liverpool* Pilot Service.

1.—*Duties of the Committee-Clerk.*—The office of the committee shall be open, and the clerk shall reside on the premises, and constantly attend for the purpose of receiving reports, and transacting such other business as may be required of him; he shall also summon all meetings of the Commissioners and of the committee directed by the Act, as well as all persons whose attendance may be required by the committee.

2.—*Duties of the Superintendent.*—The duties of the superintendent shall be as follows:—To exercise a supervision and control, under the pilots committee, over all the pilots, journeymen pilots, and apprentices, so as to see that the Pilot Act and these bye-laws are duly observed by all in their respective departments; to exact from the master pilots a report of all occurrences affecting the service, on which he or the committee may require information; and it shall be his especial duty to see that the stations are effectively occupied day by day, and he shall have posted in the office, every day, the numbers of the boats on the several stations; and report to the committee any cases of misconduct, or breach of the bye-laws that may occur.

That the time of the superintendent shall be devoted to the service of the committee. That his office hours be from nine o'clock, a.m., to five o'clock, p.m., between the 1st of April and the 1st of October; and from nine o'clock, a.m., to four o'clock, p.m., between the first of October to the first of April.

3.—*Duties of the Masters and Crews.*—The first and second masters, also the third master in case of necessity, are to take the command and proceed to sea in her by turns, so that one of them may always remain on shore to appoint pilots to outward-bound vessels, and to transact the other necessary business of the boat. Every master shall do his utmost to maintain due subordination, sobriety, and good order amongst the crew of his boat, both at sea and in port; and every pilot, or other person, serving on board, or belonging to the boats, shall at all times submit to and execute all the lawful commands of the master; and, in particular, shall, whenever he is required, assist, as far as he is able, in performing the necessary repairs of the boat, her rigging, sails, and materials; and, in case of refusal or neglect, the master may employ another person in his stead, the expense whereof shall be deducted from his share of the earnings of the said boat.

The masters shall on no occasion leave the boats, except in cases of emergency. They shall keep exact journals of their proceedings when at sea, which shall contain, in particular, accounts of all vessels boarded or piloted inwards, and the times and places of boarding them; and, when not so employed, shall enter in their logs, every two hours, the position of their boats; copies of which journals, respectively, signed by the master, shall be delivered to the committee clerk within two days after the arrival of the boat from each cruise.

4.—*Masters of Pilot-boats, Apprentices, and Crews.*—Each pilot-boat must have three masters, to be called the first, second, and third master, and the masters or owners of each boat shall be entitled to take ten apprentices, but not to have a greater number at any time, which apprentices must be approved by the committee, and must find satisfactory security for the faithful performance of their engagements; and all indentures of apprenticeship shall be inspected by the committee before being executed; and the masters shall instruct their apprentices in the use of charts, and in all matters enumerated in the [seventh] bye-law, as to the knowledge required of apprentices on their applying to be licensed.

The journeymen pilots shall be appointed to their respective boats by the committee, so, and in such manner, that each boat may carry an equal number, or as nearly so as is practicable; nor shall any pilot quit the boat to which he shall have been appointed by the committee in less than a year from the date of such appointment, and then he shall give three months' notice in writing of his intention so to do to the masters thereof; and a copy of such notice shall be left with the clerk of the committee, who shall record the date when it is received. No pilot shall quit his boat whilst on service, under any pretence whatever.

5.—*Duties of Individual Pilots.*—All pilots shall repair to their respective boats, and proceed in them to their stations, whenever and as often as they are required by the masters.

It shall be the duty of every pilot, when not actually employed, to attend daily, at such time and place as may be fixed upon and appointed for that purpose by the master of the boat to which he belongs, to receive such orders and directions as may then and there be given by the said master; and in case of the owners, masters, and crew of any boat suffering any loss by reason of the non-attendance or neglect of any pilot, such loss shall be borne by the pilot so neglecting or refusing to attend.

Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others; and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof; and shall order the ensign to be hoisted on entering the port; and on his arrival from sea, either in charge of a vessel or otherwise, shall give notice thereof to the master of the boat to which he belongs as soon as possible. And shall not leave his vessel until she is safely anchored in the river; nor then leave her without a written permission from the commander, or on being relieved by a pilot of equal class by order of one of the masters of the boat. He shall always keep the sounding-lead going when in charge of any ship or vessel whilst she be under way; and shall report to the committee all accidents which may happen to such vessel whilst under his direction, as early as possible, within six hours after his arrival; and no pilot shall lay any vessel aground without a written order from the owner or master.

Each pilot shall carry a good watch, and shall always have about him a tide-table, a copy of the *Liverpool* dock laws, and his licence. And he shall obey and execute all orders received from the committee, their clerk, or superintendent.

6.—*Apprentices.*—Any person intended to be bound to the pilot service shall be not less than 16 years of age, and shall have been previously at sea in a topsail vessel for not less than three years, and shall produce satisfactory testimonials from his previous service, and the testimonials and proposed indentures of the apprentice shall be submitted to the committee for their approval; and when indentures have been executed, they shall not be cancelled by any agreement between the masters and the apprentice, without the order of the committee. And a book of registry of apprentices to the service shall be kept by the secretary for the use of the committee.

7.—*Qualifications*

PORT OF LIVERPOOL—continued.

7.—*Qualifications of Persons requiring to be examined for Licences.*—No person shall be licensed to act as a pilot who has not served three years in a Liverpool pilot-boat. Every candidate must be able to read and write, and have a competent knowledge of arithmetic; he must be acquainted with and be able to give a nautical description of the harbours, docks, and piers of Liverpool, Beaumaris, Chester, Pile of Foudre, and the Isle of Man; he must learn the course and distance from any place within the limit prescribed by the committee, under "The Act for the better Regulation and Encouragement of Pilots for the conducting of Ships and Vessels into and out of the Port of Liverpool," to any other place within the said limits; the flowing and setting of the tides, depth of water, the proper places for good anchorage, and where to stop a tide; the sand-banks, rocks, shoals, and other dangers; the landmarks, buoys, perches, and lights; he must also be able to set off a ship's situation, or actual place on the chart, and must be seaman enough to know the complete management of a vessel in bad weather and a narrow channel; how to bring her properly to anchor, to keep a clear anchor, to moor and unmoor, and to get under weigh in all situations; he must produce certificates to show that he has been frequently with other pilots as leadsman in and out of the Port of Liverpool; and he must also produce a certificate from his masters as to his good conduct; and no apprentice shall receive a full licence without the production of a satisfactory certificate from his masters. Neither a second or third-class licence shall be granted between the 25th September and 25th March.

8.—*Pilot-boats.*—Every pilot-boat must be of the burthen of 40 tons or upwards, and must be painted in uniform colours: from the upper part of the gunwale yellow; green and yellow streaks black bends; and white streak to copper or water line; and be kept in good repair, and well found with masts, rigging, sails, anchors, cables, and every other necessary material, together with an approved chart of the Bay of Liverpool, on which the boundary lines of the several stations hereafter mentioned shall be distinctly marked by the superintendent; a good telescope, two lanterns, and a swivel, or other small gun, for the purpose of making and answering signals. She must have her number painted on each bow in white, in figures of nine inches in length, and the same number must be painted upon her main and fore sails in black figures four feet long. The number on the sails to be painted on the third and fourth cloths from the after leach, and at an equal distance between the upper reef and the gaff. Her name and number, together with the name of the first master, and the port to which she belongs, shall also be painted in large letters and figures upon her stern, one inch broad and three inches long; and good and sufficient accommodations must be provided for the master and crew at the expense of the owners.

9.—*Pilots deprived of their Licences.*—No master of a pilot-boat shall carry to sea on her station, or be in anyway aiding or assisting in putting on board any ship or vessel, for the purpose of piloting or conducting her, any person whose licence, as a pilot, shall have been suspended or withdrawn by an order of the committee, or shall not have been renewed. If any person not duly licensed, or whose licence shall have been recalled or suspended, shall be received on board a pilot-boat, the pilot or pilots receiving him on board shall for every offence forfeit and pay the sum of 5*l.* each, and for a second or subsequent offence the pilot or pilots shall be liable to suspension or forfeiture of his or their licence or licences at the discretion of the committee.

10.—*Duty of Pilots on Boarding Ships.*—Every pilot on taking charge of a vessel, shall, if required, produce his licence; also, in the case of outward-bound vessels, shall repair on board in sufficient time before leaving the dock or basin, to ascertain if the vessel he is about to take charge of is perfectly fit for sea, or to anchor in the river.

11.—*Division of Pilotage.*—The earnings of each pilot-boat, including all compensations and rewards for assisting vessels in distress, shall be divided amongst the owners and crew in the following proportions, viz.:—

The owners of the boat shall have two and a half shares in respect of the boat; two-thirds of a share for each licensed apprentice, and one and a half share for the unlicensed apprentices.

Masters and journeymen pilots of the first class, each one share; second and third class pilots, each two-thirds of a share; but the committee shall have power to alter such apportionment from time to time, in such manner as they shall judge most conducive to the interests of the service; and if any pilot shall be disabled from doing his duty by sickness or bodily hurt, he shall be entitled to two-thirds of a share of the said earnings for the space of three months, provided such sickness or hurt has not been occasioned by lewdness, drunkenness, gaming, or other vice, the fact to be determined by the committee upon such evidence as may be brought before them; and provided also, that due notice be given to the superintendent and masters of the boat at the commencement of his sickness.

Each pilot shall deliver all money received by him for pilotage, with an account and vouchers, to the master of the boat to which he belongs, on the day following that on which they are received; or in case of such vouchers and money being received at sea, then they shall be delivered to the said master as soon as he, the said pilot, returns to port, or joins his boat at sea; and all claims for extra days shall be inserted in the certificate for pilotage, and signed for by the master of the vessel.

12.—*Stations and Duties of the First and Second Boats.*—The boats shall be stationed as follows, viz.:—The first and second boats shall cruise off the Point Linas, or to the northward and eastward of it, as wind and weather may permit or circumstances may require; but not further to the westward than the Rock called the Middle Mouse, or eastward than Priestholm Island, bearing S.S.W. by compass.

The duty of the first boat shall be to offer the services of, and to furnish pilots to, all vessels inward bound; and for that purpose the master shall use his best endeavours to speak all such inward-bound vessels as may come within the limits of his station, without respect to their being from a foreign voyage, or otherwise. That if it become necessary for this boat to chase any vessel to the northward, or out of the fair-way track, the second boat shall remain on such station, and board all vessels wanting pilots, which vessels shall be exchanged on the finish of the cruise.

The duty of the second boat shall be to be near the first, and to see that the master of the first boat does his duty; and also to board and give pilots to any vessel, homeward bound, that may not have been boarded by the first boat; and, in case the master of the first boat shall wilfully neglect or refuse to put a pilot on board any such vessel requiring one, the master of the second boat shall furnish such vessel with a pilot, and shall note the circumstance, with all particulars of time, place, and weather, in his journal; and immediately on his return to Liverpool shall report the same to the committee. And as soon as the first boat has left her station the second boat shall succeed to it.

13.—*Station and Duty of the Third Boat.*—This boat shall cruise to the eastward of Point Linas, and to S.S.W. of the west end of the Great Ormhead, and board any vessels that may pass the first and second boats, and when the second boat has left her station this boat shall succeed her.

14.—*Station and Duty of the Fourth Boat.*—This boat shall cruise as far west as the eastern limit of the third boat, and eastward until Barland bears S.S.W. by compass.

PORT OF LIVERPOOL—continued.

The duty of this boat shall be to board and furnish pilots to all vessels requiring them within the limits of her station, whenever the second and third boats may be out of sight or refuse to board, or whenever such vessels shall have passed the limit of the third boat's station; and to see that the second and third boats perform their duty, in like manner as the second boat is to look after the first. And when the third boat has left her station this boat shall succeed her.

15.—*Station and Duty of the Fifth, or First Hoylake Boat.*—The station of this boat shall be to the westward of the N.W. Light Ship, so far as to keep sight of it from the deck; and shall come to the Light Ship for the purpose of being relieved, when the boat which is to relieve her arrives at the Bell Buoy or N.W. Light Ship, and when relieved she shall take the fourth westward station.

16.—*Station and Duty of the Sixth Boat, or Second Hoylake Station.*—The duty of this boat shall be to board all vessels that are to the eastward of a line drawn from the Point of Ayr and the N.W. Light Ship, and all vessels to the northward, when the first boat is not within a reasonable distance; and after high water every day she shall stretch over towards the Bell Buoy, and be ready to take pilots out of any vessel going to sea.

17.—*Station and Duty of the Seventh Boat.*—The seventh boat shall follow and take the pilots out of vessels outward bound, for which purpose one of the masters, all the apprentices, and as many pilots belonging to the said boat as shall be required by the master, shall be on board; and as soon as all the pilots are taken on board her from vessels outward bound, she is to return with them to Liverpool. This duty shall be performed by the next boat that has the turn for the second Hoylake station.

Each pilot taken on board into a pilot-boat from an outward-bound ship, or otherwise, shall submit to the authority and direction of the master whilst he remains on board, in all respects as if he formed part of the crew.

18.—*Boats not on Service.*—The other boats shall be kept in constant readiness to perform any extra service that may occur, the last boat upon turn for regular service to have the preference; but none of them shall leave the port, under any pretence whatever, except for the purpose of assisting vessels in distress or other pressing emergency, or for the purpose of surveying the banks for the instruction of the crews and apprentices, without an order given by the superintendent; and in case of any boat being absent, except on survey, when required to go upon the regular service of the port, she shall forfeit her turn.

19.—*Boats to take the Stations by turns.*—All boats are to take their turn or rotation for service in the same order as they arrive from sea, and in case of more boats than one leaving Liverpool, by order of the superintendent, to proceed to the stations at the same time, it shall be lawful for the first boat upon turn to commence boarding vessels and furnishing them with pilots, as soon as she has got to the westward of the Hoylake boat; but it is to be clearly understood that this privilege extends only to boats actually on their passage to the westward stations, and not after they have arrived there, and that in boarding vessels, when more than one boat is in sight, the first boat upon turn is, on all occasions, to take precedence.

20.—*Boarding Vessels out of turn.*—The masters and crews of any boat convicted of boarding and piloting any ship or vessel out of her regular turn, shall forfeit every advantage gained thereby, in respect of pilotage inwards and outwards, to the masters and crew of the boat which may be declared by the committee to be entitled thereto.

21.—*Boats to carry Distinguishing Signals when on Service.*—All pilot-boats, whilst upon their stations and in turn for boarding vessels, shall, during daylight, keep at the mast-head a red and white flag constantly flying, the upper horizontal half white and the lower half red, of large dimensions, and to be kept clean; and during the night, the boat on turn for boarding, shall exhibit lights in accordance with the Admiralty regulations.

22.—*Pilots having Charge of Ships or Vessels to show Signals when chased by a Pilot-boat.*—The pilot in charge of a ship inward bound, when he perceives any pilot-boat in chase, shall make the following signals for the purpose of showing that the vessel has a pilot on board:—

By day—the national flag to be hoisted on board the vessel, in such a situation as to be best seen by those on board the boat, which flag must be hauled down again and re-hoisted every five minutes, until seen.

By night—a light to be hoisted and lowered in the same manner.

And all pilots having charge of ships or vessels as aforesaid, and being hailed by any pilot-boat, shall, on all occasions, give a true account of the time when they were boarded, and the number of pilots left on board the boat to which they belong.

All masters of pilot-boats, when on any of the westward stations, are also to give a true account of the number of pilots they have on board, whenever they are required so to do by the master of any other boat.

23.—*Lights of Vessels at Anchor.*—That pilots in charge of vessels when at anchor at night, in river or channel, do order white lights to be hoisted, where they can be best seen, say—one on the “fore stay,” not less than eight feet above the upper top-rail of the bulwarks, and the other at the “gaff end,” or some such conspicuous place “aft,” not to be less than eight feet above the upper top-rail of the bulwarks, so long as at anchor in pilot water, say in the channels or river.

24.—*Annual Survey.*—Every pilot-boat in the service shall, once in each year, commencing on the first of April, in such rotations and at such times as may be fixed by the committee, having due regard to the interest and convenience of the service, sail to and make an accurate examination and survey of the following ports and places, namely—Lancaster, Pile of Foudre, River Wyre, and all ports in the Isle of Man, Holyhead Harbour, Beaumaris, and Chester. The committee clerk or superintendent shall give notice, in writing, to the master of every boat ordered on this survey, at least twenty-four hours before the time appointed for sailing, and shall go on board when the boat is ready for sea, and muster the crew; when one of the masters, half of the journeymen, and all the apprentices, are hereby directed and required to be present, and to proceed upon, and remain on board during the survey, unless reasonable cause of absence can be shown to the satisfaction of the committee; and the masters and journeymen shall go upon the survey by turns, so that each individual shall go once in two years. The master shall keep an exact and accurate journal of their proceedings, which shall contain all such remarks and information as he shall make or obtain relative to the lighthouses, landmarks, buoys, perches, and other sea-marks; as well as all rocks, sand-banks, and other dangers, and the depth of water within the limits of the survey. He shall obtain a certificate from some principal officer of the revenue, at each of the ports above mentioned, that he has visited the port, which journal and certificates shall be delivered to the committee clerk, or superintendent, within 24 hours after his return to Liverpool.

No more time shall be spent on the survey than is necessary for the purposes above mentioned; nor must any ship or vessel be boarded by, or furnished with, a pilot from any boat whilst on the survey, except such ship or vessel shall be in distress, in which case the particulars of her situation shall be accurately noted in the journal.

25.—*Pilots to obey the Orders of the Harbour, Dock, and Pierhead Masters.*—All pilots shall obey the by-laws (for the time being) of the trustees for the better regulation of the Liverpool Docks, as well as all orders and directions that may be

PORT OF LIVERPOOL—*continued.*

be given to them by the harbour, dock, and pierhead masters, relative to the docking, towing, or transporting vessels under their charge.

26.—*No more to be charged for Pilotage than is allowed by the Rates.*—No pilot shall make any agreement for, or receive any greater sum of money as, pilotage of any ship or vessel, than is allowed by the Commissioners under the Act of Parliament.

27.—*Rates of Chester Pilotage, and for docking and transporting Vessels.*—The pilotage to be paid for conducting a ship or vessel, inward bound, into any part of the Port of Chester north of Hilbree Island, shall be the same as if the vessel had been brought into the Port of Liverpool; but if such vessel shall be piloted into any part of the Port of Chester south of Hilbree Island, then the pilotage shall be the same as if she had been piloted into the Port of Liverpool, and half as much more. And if the pilot be not discharged within two hours after coming to anchor, he is to be paid 10s. 6d. a day for every day or part of a day he may be detained afterwards. The pilotage for docking or for transporting vessels from one dock to another shall be 20s.; to or from Birkenhead, 1l. 10s.; to or from Garston, 40s. for each vessel.

28.—*Pilotage to Lancaster, Wyre Water, and Pile of Foudre.*—The pilotage to be paid for conducting ships or vessels bound to the Port of Lancaster, River Wyre, or Pile of Foudre, into the limits of pilotage of any of those places, is to be the same as the Liverpool pilotage, together with travelling expenses to Liverpool, to be in all cases settled by the committee; and if the pilot is not discharged and the pilotage paid within two hours after the vessel is brought to anchor, or given into the charge of a pilot of the place she is bound to, he is to be paid 10s. 6d. a day for every day or part of a day he may be detained afterwards. But no pilot, having conducted a vessel into any of those ports or places, shall be allowed to join his boat again, for the purpose of piloting any other vessel, during the cruise on which he left her.

The pilotage of vessels from foreign parts, inward bound, taking a pilot to Beaumaris, to be 9s. per foot; and for outward bound vessels putting into Beaumaris, 6s. per foot, together with two guineas travelling expenses.

29.—*Pilots may go to fetch Vessels from other Ports.*—Any pilot may, upon leave given in writing, by the superintendent, proceed to any port or place in Great Britain or Ireland, for the purpose of taking charge of and conducting any ship or vessel to the port of Liverpool. And no vessel having a pilot on board, under this regulation, shall be obliged to take another pilot, or shall be subject to any higher or other rate of pilotage than is established by law, save and except such moderate remuneration for loss of time, and travelling expenses, as may be agreed upon between the owners of such vessel and the pilot. And in case no agreement shall be made, then such remuneration shall be settled by the committee.

30.—*Pilotage of Steam Vessels.*—The masters of steam vessels, trading from this port to Ireland or Scotland, requiring pilots, must apply to the superintendent, who shall thereupon cause to be appointed pilots to such vessels out of the crew of the pilot-boat then last but one upon turn for service, which pilots so appointed shall be at liberty, if required, to proceed and remain in such vessels during the whole of the voyage upon which they shall then respectively sail, and shall pilot them outwards and inwards, for which the usual and regular rates shall be paid, together with 10s. 6d. per day for every day of the pilot's absence from Liverpool, except the day of sailing from, and the day of arriving in Liverpool.

Every pilot, on his return from such voyage, not finding his own boat in port, shall be carried out in the next boat sailing for the station, and put on board his said boat. But in case she shall have returned to Liverpool before he arrives on the station, he shall then be boarded as pilot on the first vessel that is fallen in with requiring a pilot.

31.—*Third-class Pilots.*—All second-class Pilots are limited to pilot vessels not exceeding 500 tons register, and 15 feet water, and third-class not exceeding 200 tons register, except in cases of necessity, and every vessel, in such case, having on board a second or third class pilot may exchange him out of any boat she may meet, and it is the duty of that boat to board him again; and any pilot so licensed neglecting to inform the master of any vessel he may be put in charge of, of his true position in the service, shall be fined in the full penalty.

32.—That any master of the pilot-boats sending a pilot to take charge of vessels beyond his licence limit, except in cases of necessity, be fined in a sum not exceeding 5l.

33.—That a book or books be provided, and left open in the office, and that each master be required, within one hour after arrival, (if in the day time,) or if in the night, by nine o'clock the next morning, to enter the arrival of his boat, from what station, the time, and where laying, to which he shall sign his name.

34.—That a book shall be provided, and left open in the office, in which the number of the boat and men, the time when, and the place from which she has sailed, and to what station, shall be entered by the master remaining on shore belonging to said boat within one hour thereafter, if in the day, or if in the night, by nine o'clock the following morning.

35.—That in the event of the first boat on turn not proceeding to its destination at the proper time, each master shall be fined in a sum not exceeding 5l., and it shall then be the duty of the second boat to proceed to the station; and in case the master of the second boat neglects his duty, he shall be fined in a sum not exceeding 5l.

36.—That the boat following boat shall bring any hands down to their own boat; but if she has boarded all her hands and left the station, then the boat bringing them down shall board them on the first vessels wanting pilots.

37.—That on the renewal of any licence in place of one lost, a fine not exceeding three guineas be levied according to the circumstances of the case.

38.—That all unattached pilots be summoned to appear before the committee, to account for their not being attached to a boat.

39.—That all cases of complaint for neglect of duty shall be brought before the committee; and that no master shall charge a pilot with pilotage for neglect, or otherwise compromise any offence of a pilot, and in default the master to be fined, not exceeding the sum of 5l.

40.—That a ball be hoisted at the mast-head of each boat, after boarding all hands at the westward station, until answered by telegraph, and again when abreast of the N.W. Lightship, until answered by a ball at Bidston, as a signal for the next boat on turn to proceed; and also when the boat or boats on the Hoylake station have boarded all hands, the said ball to be hoisted at the gaff end.

PORT OF LIVERPOOL—continued.

41.—That the first boat on the western station, when she shall have boarded all hands except two, in order that she may return to Liverpool, shall transfer them to the second boat, which boat shall be compelled to receive and board them on the first vessels requiring pilots.

42.—That the boat sailing for the second Hoylake station take (when required) any hands belonging to the boat next on turn for the fourth western or first Hoylake station.

43.—That if a pilot be boarded on any vessel at Hoylake or the westward stations, and the vessel be subject to quarantine, or the pilot be detained otherwise with such vessel under his charge, until the boat to which he belongs has finished the cruise, that such pilot shall be considered as though he had actually performed the cruise; but if such pilot's boat shall be out on the western station, then such pilot be sent to his boat according to bye-law.

44.—*Complaints, how to be made.*—All complaints of offences against the Act of Parliament for the better government and regulation of pilots, or the foregoing orders, rules, and bye-laws, or any of them, must be made in writing, signed by the party aggrieved, and delivered to the committee clerk, or left at the office, at least two days before the next meeting of the committee; and the clerk shall thereupon summon the party complained of, the party aggrieved, and all such persons as they, or either of them, may desire to be examined as evidences, to attend the next meeting of the committee for that purpose.

Approved by Her Majesty the QUEEN, by Order in Council, dated the 24th June 1856.

The Bye-laws respecting the Pilot Fund are the same as printed in Parl. Paper, No. 516, of 1855, pp. 151 and 152.

Since the above Bye-laws were published, the following Orders have been made.

Ordered.—That in future one guinea be the only charge made for a pilot ordering a vessel away to another port. If any circumstances of a special character be connected with the case, to be brought under the notice of the committee.

Ordered.—That clauses 296 and 297 in the Merchant Shipping Act of 1854 be printed for distribution to each individual pilot, with instructions to them, as strictly as possible to observe the rules for sailing contained therein.

NAMES of PILOTS Acting under the *Liverpool* Pilot Committee.

NAME.	Age.	QUALITY.	Number of Boat.	Service for which Licensed.
William Hughes - - -	50	1st Master - - -	1	Any ship or vessel.
Robert Taggart - - -	46	2d ditto - - -	1	- - ditto.
John Blackley - - -	44	3d ditto - - -	1	- - ditto.
John Scott - - -	40	Journeyman - - -	1	- - ditto.
Ellis Hughes - - -	47	- ditto - - -	1	- - ditto.
Peter Dickenson - - -	47	- ditto - - -	1	- - ditto.
Henry Lancaster - - -	38	- ditto - - -	1	- - ditto.
John Hughes, 5th - - -	36	- ditto - - -	1	- - ditto.
Edward Ledder - - -	35	- ditto - - -	1	- - ditto.
George Rogers - - -	29	- ditto - - -	1	- - ditto.
Griffith Edwards - - -	32	- ditto - - -	1	- - ditto.
Thomas Hughes - - -	27	- ditto - - -	1	- - ditto.
Thomas Hodgson - - -	29	- ditto - - -	1	- - ditto.
George Kendall Dixon - - -	35	- ditto - - -	1	- - ditto.
Joseph Holt - - -	29	- ditto - - -	1	- - ditto.
Alfred Rogers - - -	27	- ditto - - -	1	- - ditto.
Edward Jones - - -	27	- ditto - - -	1	- - ditto.
John Simpson - - -	25	- ditto - - -	1	- - ditto.
James Barber - - -	24	Apprentice - - -	1	Vessels under 15½ feet water.
George Haswell - - -	23	- ditto - - -	1	Vessels under 200 tons.
Frederick Simpson - - -	24	- ditto - - -	1	- - ditto.
William Jervis - - -	21	- ditto - - -	1	- - ditto.
Peter White - - -	-	- ditto - - -	1	Unlicensed.
John Wissett - - -	-	- ditto - - -	1	- - ditto.

PORT OF LIVERPOOL—continued.

NAME.	Age.	QUALITY.	Number of Boat.	Service for which Licensed.
John Barber - - -	-	Apprentice - - -	1	Unlicensed.
Thomas Lewis - - -	-	- ditto - - -	1	- - ditto.
George Graham - - -	-	- ditto - - -	1	- - ditto.
William Hudson - - -	57	1st Master - - -	2	Any vessel.
Joseph Powell - - -	38	2d ditto - - -	2	- - ditto.
John Corrin - - -	45	3d ditto - - -	2	- - ditto.
Mark N. Bridge - - -	36	Journeyman - - -	2	- - ditto.
Humphrey Jones - - -	45	- ditto - - -	2	- - ditto.
Edward Bridge - - -	56	- ditto - - -	2	- - ditto.
John Williams, 5th - - -	38	- ditto - - -	2	- - ditto.
John Williams, 6th - - -	36	- ditto - - -	2	Vessels under 200 tons.
Richard Spencer - - -	31	- ditto - - -	2	Any vessel.
Joseph Davies - - -	30	- ditto - - -	2	- - ditto.
George Joseph Brooks - - -	31	- ditto - - -	2	- - ditto.
Edward Owens - - -	36	- ditto - - -	2	Vessels under 15 feet water.
John Lawrenson - - -	28	- ditto - - -	2	Any vessel.
Richard Jones - - -	42	- ditto - - -	2	- - ditto.
Hugh Williams, 2d - - -	34	- ditto - - -	2	Vessels under 15 feet water.
John Christian - - -	28	- ditto - - -	2	Any vessel.
Robert Moss Raleigh - - -	24	- ditto - - -	2	Vessels under 15 feet water.
James Atherton - - -	25	Apprentice - - -	2	- - ditto.
Thomas Bryce - - -	25	- ditto - - -	2	- - ditto.
James Clayton - - -	23	- ditto - - -	2	- - ditto.
Thomas William Cockrain - - -	24	- ditto - - -	2	Vessels under 200 tons.
William Cain - - -	24	- ditto - - -	2	- - ditto.
John Owens - - -	28	- ditto - - -	2	- - ditto.
Benjamin Llewellyn - - -	-	- ditto - - -	2	Unlicensed.
George Thompson - - -	-	- ditto - - -	2	- - ditto.
Henry Parry - - -	-	- ditto - - -	2	- - ditto.
Samuel Jones - - -	-	- ditto - - -	2	- - ditto.
Joseph Brewer - - -	-	- ditto - - -	2	- - ditto.
John Williams - - -	42	1st Master - - -	3	Any vessel.
Thomas Parry - - -	39	2d ditto - - -	3	- - ditto.
John Sawell - - -	43	3d ditto - - -	3	- - ditto.
John Wilde - - -	59	Journeyman - - -	3	- - ditto.
Robert Williams, 1st - - -	56	- ditto - - -	3	- - ditto.
James Porter - - -	42	- ditto - - -	3	- - ditto.
William Jones, 6th - - -	36	- ditto - - -	3	- - ditto.
Thorley Lester, jun. - - -	41	- ditto - - -	3	- - ditto.
Thomas James Smith - - -	31	- ditto - - -	3	- - ditto.
Cornelius Lancaster - - -	34	- ditto - - -	3	- - ditto.
James Robertson - - -	36	- ditto - - -	3	- - ditto.
Septimus Dixon - - -	29	- ditto - - -	3	- - ditto.
James Higgins - - -	31	- ditto - - -	3	- - ditto.
John Williams, 4th - - -	37	- ditto - - -	3	- - ditto.
William Thomas Roberts - - -	27	- ditto - - -	3	- - ditto.
Richard Rowlands - - -	25	- ditto - - -	3	- - ditto.
James Hudson - - -	25	- ditto - - -	3	- - ditto.
Francis Charles Beckett - - -	25	Apprentice - - -	3	Vessels under 15 feet water.
John Roberts - - -	22	- ditto - - -	3	Vessels under 200 tons.
Richard Shaw - - -	27	- ditto - - -	3	- - ditto.
Isaac Williams - - -	22	- ditto - - -	3	- - ditto.
Anthony Little - - -	-	- ditto - - -	3	Unlicensed.
Hugh Jones - - -	-	- ditto - - -	3	- - ditto.
John McNamee - - -	-	- ditto - - -	3	- - ditto.
William Thomas - - -	-	- ditto - - -	3	- - ditto.
Thomas Edwards - - -	-	- ditto - - -	3	- - ditto.
Thomas George Wilkin - - -	-	- ditto - - -	3	- - ditto.
John Shepherd - - -	54	1st Master - - -	4	Any vessel.
Charles Christie - - -	43	2d ditto - - -	4	- - ditto.
John James Ellison - - -	47	3d ditto - - -	4	- - ditto.
Joseph Bennett - - -	55	Journeyman - - -	4	- - ditto.
Samuel Jones - - -	41	- ditto - - -	4	- - ditto.
Thomas H. Edelsten - - -	39	- ditto - - -	4	- - ditto.
George Bond - - -	33	- ditto - - -	4	- - ditto.
John Hughes, 4th - - -	55	- ditto - - -	4	- - ditto.
Charles Long - - -	29	- ditto - - -	4	- - ditto.
Thomas W. Quirk - - -	28	- ditto - - -	4	- - ditto.
George Dean - - -	43	- ditto - - -	4	- - ditto.
Thomas James Shepherd - - -	23	- ditto - - -	4	- - ditto.
Thomas Martin - - -	32	- ditto - - -	4	- - ditto.
Joseph Harrison - - -	26	- ditto - - -	4	- - ditto.
Brereton P. Evans - - -	24	- ditto - - -	4	- - ditto.

(continued)

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	QUALITY.	Number of Boat.	Service for which Licensed.
James Ward - - -	28	Apprentice - - -	4	Vessels under 15 feet water.
William Diaper - - -	25	- ditto - - -	4	- - ditto.
David Owen - - -	22	- ditto - - -	4	Vessels under 200 tons.
Thomas S. Williams	25	- ditto - - -	4	Unlicensed.
James Maclean - - -	-	- ditto - - -	4	- - ditto.
Henry Davies - - -	-	- ditto - - -	4	- - ditto.
William Owen - - -	-	- ditto - - -	4	- - ditto.
Robert Cosgrove - - -	-	- ditto - - -	4	- - ditto.
John Henderson - - -	-	- ditto - - -	4	- - ditto.
Joseph Williams - - -	65	1st Master - - -	5	Any vessel.
Isaac Williams - - -	39	2d ditto - - -	5	- - ditto.
Hugh Jones - - -	43	3d ditto - - -	5	- - ditto.
John Price - - -	33	Journeyman - - -	5	- - ditto.
David Evans - - -	41	- ditto - - -	5	- - ditto.
Edward Pritchard - - -	39	- ditto - - -	5	- - ditto.
James Roughsedge - - -	41	- ditto - - -	5	- - ditto.
John B. Tyrer - - -	30	- ditto - - -	5	- - ditto.
Samuel Dean - - -	33	- ditto - - -	5	- - ditto.
William Sale - - -	31	- ditto - - -	5	- - ditto.
John Bark, jun. - - -	29	- ditto - - -	5	- - ditto.
Robert Searchwell - - -	31	- ditto - - -	5	- - ditto.
Robert Williams - - -	27	- ditto - - -	5	Vessels under 15 feet water.
James Casement - - -	29	- ditto - - -	5	Any vessel.
James H. Graham - - -	27	- ditto - - -	5	- - ditto.
Thomas S. Pattison - - -	41	- ditto - - -	5	- - ditto.
Richard Williams - - -	25	- ditto - - -	5	- - ditto.
Francis Parry - - -	24	Apprentice - - -	5	Vessels under 15 feet water.
Joseph Martin - - -	23	- ditto - - -	5	Vessels under 200 tons.
Robert M'Lachlin - - -	27	- ditto - - -	5	- - ditto.
Thomas Miller - - -	21	- ditto - - -	5	- - ditto.
Charles Buchanan - - -	23	- ditto - - -	5	- - ditto.
Joseph Wilson Gorst - - -	22	- ditto - - -	5	- - ditto.
Robert Shaanon - - -	-	- ditto - - -	5	Unlicensed.
John Roberts - - -	-	- ditto - - -	5	- - ditto.
Evan Jones - - -	-	- ditto - - -	5	- - ditto.
William Jones - - -	-	- ditto - - -	5	- - ditto.
William Evans - - -	-	- ditto - - -	5	- - ditto.
Thomas Parry - - -	51	1st Master - - -	6	Any vessel.
Thomas Davies - - -	39	2d ditto - - -	6	- - ditto.
Thomas Hudson - - -	49	3d ditto - - -	6	- - ditto.
Peter Evans - - -	49	Journeyman - - -	6	- - ditto.
George F. Burrows - - -	37	- ditto - - -	6	- - ditto.
John Jones, 7th - - -	39	- ditto - - -	6	- - ditto.
Philip Foster - - -	43	- ditto - - -	6	- - ditto.
John Fieldhouse - - -	33	- ditto - - -	6	- - ditto.
John Hughes - - -	30	- ditto - - -	6	- - ditto.
William Pinnington - - -	34	- ditto - - -	6	- - ditto.
William Jones - - -	31	- ditto - - -	6	- - ditto.
Joseph Hislop - - -	36	- ditto - - -	6	- - ditto.
Joseph Corkhill - - -	28	- ditto - - -	6	- - ditto.
John Jones, 8th - - -	39	- ditto - - -	6	- - ditto.
John Jones, 9th - - -	39	- ditto - - -	6	- - ditto.
George H. Nowell - - -	39	- ditto - - -	6	- - ditto.
William Brown - - -	27	- ditto - - -	6	- - ditto.
William Brewer - - -	24	Apprentice - - -	6	Vessels under 15 feet water.
William A. Rowling - - -	22	- ditto - - -	6	- - ditto.
George Ledder - - -	27	- ditto - - -	6	- - ditto.
Robert Curren - - -	25	- ditto - - -	6	Vessels under 200 tons.
Frederick Charles Ashworth	21	- ditto - - -	6	- - ditto.
George G. Bark - - -	-	- ditto - - -	6	Unlicensed.
Thomas Hughes - - -	-	- ditto - - -	6	- - ditto.
Ellis Roberts - - -	-	- ditto - - -	6	- - ditto.
William Rowlands - - -	46	1st Master - - -	7	Any vessel.
Thomas Thompson - - -	49	2d ditto - - -	7	- - ditto.
John Williams - - -	44	3d ditto - - -	7	- - ditto.
William Jones, 5th - - -	40	Journeyman - - -	7	- - ditto.
Richard Edwards, 1st - - -	36	- ditto - - -	7	- - ditto.
John Daniels - - -	39	- ditto - - -	7	- - ditto.
John Pritchard, 2d - - -	37	- ditto - - -	7	- - ditto.
Owen Jones - - -	34	- ditto - - -	7	- - ditto.
John Williams, 7th - - -	34	- ditto - - -	7	- - ditto.
Robert Buddle - - -	35	- ditto - - -	7	- - ditto.
George Pennington - - -	26	- ditto - - -	7	- - ditto.

PORT OF LIVERPOOL—continued.

NAME.	Age.	QUALITY.	Number of Boat.	Service for which Licensed.
Henry Madrell	26	Journeyman	7	Any vessel.
Thomas Buckley	30	ditto	7	- ditto
William Peters	31	ditto	7	- ditto
William Taylor	27	ditto	7	- ditto
Thomas M. Parry	23	ditto	7	- ditto
Edward Callwood	27	ditto	7	Vessels under 15 feet water.
Thomas Owens	29	ditto	7	- ditto.
Hugh Jones	30	Apprentice	7	Vessels under 200 tons.
Samuel Dawson	25	ditto	7	- ditto.
James Williamson	-	ditto	7	Unlicensed.
Owen Owens	-	ditto	7	- ditto.
William Parry	-	ditto	7	- ditto.
Robert Jones	-	ditto	7	- ditto.
John Beattie	-	ditto	7	- ditto.
Richard Owens	-	ditto	7	- ditto.
John Bark	57	1st Master	8	Any vessel.
Robert Clarke	59	2d Master	8	- ditto.
Hugh Edwards	39	3d Master	8	- ditto.
Richard Owens	49	Journeyman	8	- ditto.
William Evans, 1st	48	ditto	8	- ditto.
William Christie	45	ditto	8	- ditto.
John Malbon	31	ditto	8	- ditto.
George Wilson	27	ditto	8	- ditto.
John Bolton Prior	34	ditto	8	- ditto.
William Jones	30	ditto	8	- ditto.
Hugh Williams, 3d	28	ditto	8	- ditto.
Frederick Thornton	28	ditto	8	- ditto.
John Kirkman	28	ditto	8	- ditto.
James Thomas	28	ditto	8	- ditto.
William P. Owens	28	ditto	8	- ditto.
Thomas B. Bark	24	Apprentice	8	Vessels under 15 feet water.
William Wilson	22	ditto	8	- ditto.
Richard Pritchard	27	ditto	8	- ditto.
James H. Hully	24	ditto	8	Vessels under 200 tons.
Charles Musker	20	ditto	8	- ditto.
Edward Jones	-	ditto	8	Unlicensed.
James Horner	-	ditto	8	- ditto.
William Hurrell	-	ditto	8	- ditto.
Charles Arno Taylor	-	ditto	8	- ditto.
William Edwards	-	ditto	8	- ditto.
Thomas Crane	49	1st Master	9	Any vessel.
William Lancaster	47	2d Master	9	- ditto.
John Pritchard	44	3d Master	9	- ditto.
John Pepper	47	Journeyman	9	- ditto.
John Thomas	32	ditto	9	- ditto.
Richard Parry	32	ditto	9	- ditto.
Owen Pritchard	31	ditto	9	- ditto.
W. J. McCracken	38	ditto	9	- ditto.
Jonathan Hodgson	31	ditto	9	- ditto.
Richard Pritchard	27	ditto	9	- ditto.
Michael Thomas	26	ditto	9	- ditto.
William Williams	29	ditto	9	- ditto.
Thomas Lewis	36	ditto	9	Vessels under 200 tons.
William Crane	26	ditto	9	Any vessel.
Samuel Porter	27	Apprentice	9	Vessels under 15 feet water.
Richard H. Whitford	21	ditto	9	Vessels under 200 tons.
Edward R. Musker	23	ditto	9	- ditto.
John Bentley	-	ditto	9	Unlicensed.
George Bourne	-	ditto	9	- ditto.
Robert Silcock	-	ditto	9	- ditto.
John Roberts	-	ditto	9	- ditto.
Richard Richmond	-	ditto	9	- ditto.
William Taggart	-	ditto	9	- ditto.
James Wilson	55	1st Master	10	Any vessel.
Hugh Williams	48	2d Master	10	- ditto.
William Parry	45	3d Master	10	- ditto.
John Christie	34	Journeyman	10	- ditto.
James Crossley	34	ditto	10	- ditto.
William Griffiths	53	ditto	10	- ditto.
J. Harrison Davies	32	ditto	10	- ditto.
Lawrence Woodward	40	ditto	10	- ditto.
David Hayes	30	ditto	10	- ditto.
John Evans	48	ditto	10	- ditto.

(continued)

PORT OF LIVERPOOL—continued.

NAME.	Age.	QUALITY.	Number of Boat.	Service for which Licensed.
Thomas Parry	26	Journeyman	10	Any vessel.
James Christie	26	- ditto	10	- ditto.
Henry Parry	26	- ditto	10	- ditto.
Richard Edwards	34	- ditto	10	- ditto.
William Williams	41	- ditto	10	- ditto.
Hugh Woodward	24	- ditto	10	Vessels under 15 feet water.
Thomas Crane	28	- ditto	10	- ditto.
Henry Jones	26	Apprentice	10	Vessels under 200 tons.
Edwin Pickles	22	- ditto	10	- ditto.
Thomas Bird	21	- ditto	10	- ditto.
John Ennis	-	- ditto	10	Unlicensed.
John Gould	-	- ditto	10	- ditto.
Charles Stuart Daniels	-	- ditto	10	- ditto.
William Lancaster	-	- ditto	10	- ditto.
Thomas Bell	-	- ditto	10	- ditto.
Richard Parry	61	1st Master	11	Any Vessel.
Robert Williams	38	2d Master	11	- ditto.
William Harris	42	3d Master	11	- ditto.
Richard Williams	37	Journeyman	11	- ditto.
Edward F. Callister	42	- ditto	11	- ditto.
John Morris	37	- ditto	11	- ditto.
Robert Nevin	34	- ditto	11	- ditto.
Thomas Hamlet	45	- ditto	11	- ditto.
Robert Griffiths	38	- ditto	11	- ditto.
Griffith Hughes	41	- ditto	11	- ditto.
George Bridge	33	- ditto	11	- ditto.
James Durant	34	- ditto	11	- ditto.
Thomas Frith	32	- ditto	11	- ditto.
William Parry	32	- ditto	11	- ditto.
Thomas Jones	30	- ditto	11	- ditto.
Henry Croxton	26	- ditto	11	Vessels under 15 feet water.
James Scarisbrick	27	- ditto	11	Any vessel.
John Walters	22	Apprentice	11	Vessels under 15 feet water.
Owen Lloyd	23	- ditto	11	Vessels under 200 tons.
Richard Williams	24	- ditto	11	- ditto.
Joseph Pass	-	- ditto	11	Unlicensed.
Thomas Lewis	-	- ditto	11	- ditto.
Robert Lloyd	-	- ditto	11	- ditto.
John Thomas	-	- ditto	11	- ditto.
George R. Thompson	-	- ditto	11	- ditto.
Hugh Woodward	64	1st Master	12	Any vessel.
George Bark	53	2d Master	12	- ditto.
John Tunstall	39	3d Master	12	- ditto.
Thomas White	48	Journeyman	12	- ditto.
Edward Vickers	32	- ditto	12	- ditto.
William Corrin	35	- ditto	12	- ditto.
James George Gibson	30	- ditto	12	- ditto.
John Brown	33	- ditto	12	- ditto.
Richard Blundell	29	- ditto	12	- ditto.
William Edwards	37	- ditto	12	- ditto.
Ebenezer Edwards	44	- ditto	12	- ditto.
William Thomas	30	- ditto	12	- ditto.
David Davies	37	- ditto	12	- ditto.
Henry Ennis	30	- ditto	12	- ditto.
James William Wilson	32	- ditto	12	- ditto.
Peter Bennett, jun.	27	- ditto	12	Vessels under 15 feet water.
John Garner	25	Apprentice	12	- ditto.
Thomas D. Worrall	26	- ditto	12	- ditto.
William Jevons	26	- ditto	12	- ditto.
William Whittle	26	- ditto	12	Vessels under 200 tons.
William Coventry	-	- ditto	12	Unlicensed.
Daniel O'Neill	-	- ditto	12	- ditto.
John Owens	-	- ditto	12	- ditto.
James Smith	-	- ditto	12	- ditto.
Owen Owens	-	- ditto	12	- ditto.
John L. Hesselgrave	-	- ditto	12	- ditto.

Number of Pilots - - - - - 198
 " Apprentices - - - - - 111

PORT OF LIVERPOOL—continued.

RATES of PILOTAGE in force at the Port of *Liverpool*.

INWARDS.			OUTWARDS.		
	BRITISH.	ALIENS.		BRITISH.	ALIENS.
From Great Ormes Head -	9/ per foot.	12/ per foot.	Through Rock or Formby Channel.	4/ per foot.	7/ per foot.
„ the eastward of Great Ormes Head.	8/ „	11/ „			
„ Hilbre Island, bearing S.S.W. by compass.	4/ „	5/6 „			

Coasting vessels are charged one-half of the above rates.

Coasting steamers proceeding to sea without a pilot are exempt from pilotage; the charge, when inward bound, is 1s. per foot when the services of a branch pilot are not required on board the steamer.

Piloting a vessel to or from Garston - - - - -	£. s. d.	2 - - each vessel.
Ditto - ditto Birkenhead - - - - -	1 10 - „	
Ditto - from dock to dock on the Liverpool side of the Mersey -	1 - - „	
For every day of pilot's extra attendance - - - - -	5 - per day.	
If the attendance of a pilot boat be requested - - - - -	2 2 - „	

TOTAL AMOUNT received for PILOTAGE of Vessels in the Year 1856.

BRITISH VESSELS.													
OVERSEA.						COASTERS.						TOTAL AMOUNT of Oversea and Coasters.	
INWARD.			OUTWARD.			INWARD.			OUTWARD.				
No. of Vessels.	Western Station.	No. of Vessels.	Hoylake Station.	No. of Vessels.	Amount.	No. of Vessels.	Western Station.	No. of Vessels.	Hoylake Station.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
2,606	17,481 3 7	729	3,411 10 9	3,135	10,051 11 7	166	445 3 2	3,513	4,061 11 9	514	634 19 6	10,663	36,086 - 4

FOREIGN VESSELS.															
PRIVILEGED.						UNPRIVILEGED.						TOTAL AMOUNT of Privileged and Unprivileged.		TOTAL AMOUNT of British and Foreign, Inwards and Outwards	
INWARD.			OUTWARD.			INWARD.			OUTWARD.						
No. of Vessels.	Western Station.	No. of Vessels.	Hoylake Station.	No. of Vessels.	Amount.	No. of Vessels.	Western Station.	No. of Vessels.	Hoylake Station.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,495	13,901 12 -	192	1,288 1 7	1,714	9,377 7 3	36	252 15 6	14	76 13 6	35	146 18 -	3,486	25,043 7 10	14,149	61,129 8 2

John Leece,
Thomas Hampson, } Collectors.

PORT OF LIVERPOOL—*continued.*

ACCOUNT of the ANNUITY and DISBURSEMENTS FUND under the Control of the Pilot Committee.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account - -	7,584	6	2	By Amount paid for salaries of officers -	610	-	-
- Amount of fees received from applicants for licences and certificates - - -	930	-	11	- Amount paid for rent of offices, &c. -	297	10	10
- Amount received as contribution to Superannuation or Widows' Fund - - -	1,181	10	8	- Amount paid for pensions or superannuations - - - - -	1,228	4	-
- Amount received for fines and forfeitures	71	2	6	- Balance carried down - - - - -	7,672	4	7
- Amount received for income-tax - -	18	13	4				
- Amount received for interest - - -	22	5	10				
	£.	9,807	19	£.	9,807	19	5
To balance brought down to credit of next account:							
In Liverpool Dock bonds £.7,000 - -							
In Royal Bank - - - 672 4 7							

PORT OF LLANELLY—*continued.*

RATES of PILOTAGE in force at the above Port.

The Rates continue the same as printed at pp. 160–162 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.*		TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly - - -	2,251	1,371 - 1	108	118 11 3	104	72 8 1	2,463	2,061 19 5

(2.)—OUTWARDS.

From Llanelly to Sea - - -	2,241 ^a	1,526 - 4	89	69 18 4	144	165 9 4	2,474	1,761 8 -
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* Privileged and unprivileged are charged the same rates ; and no difference is made whether vessels are towed by steam or not.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of Pilots or Pilotage.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account - -	334 - 7	By amount paid pilots - - - -	3,820 15 -
To amount received for pilot skiffs and boats -	629 18 7	By amount paid for repairs of pilot cutters -	627 2 11
To amount received as contribution to Super- annuation or Widows' Fund - - -	204 3 7	By amount paid pilots' doctor - - -	9 13 -
To amount received for pilots' doctor - -	12 16 6	By amount paid for superannuations - -	83 17 -
To amount received for inward pilotage -	2,061 19 5	By balance carried to next account - -	462 18 9
To amount received for outward pilotage -	1,761 8 -		
£.	5,004 6 8	£.	5,004 6 8

31 January 1857.

B. Jones, Clerk.

PORT OF SWANSEA.

REGULATIONS ISSUED BY THE SWANSEA HARBOUR TRUSTEES.

The Swansea Harbour Trustees, by virtue of the powers vested in them by the "Swansea Harbour Act, 1854," and all other powers then thereunto enabling do hereby make the following orders, rules, and regulations, for the government and direction of the pilots of the port and harbour of Swansea, and for punishing any breach of such orders, rules and regulations. And do hereby fix and determine the rates of pilotage hereinafter specified, to be paid to the pilots appointed by the said trustees, under the powers and provisions of the said Swansea Harbour Act, 1854.

1.—No person shall be licensed to act as a pilot before he is twenty-one years of age, and has served for six years at sea, of which two years shall have been in a coasting vessel trading to and from the Port of Swansea, and shall pass a satisfactory examination before the harbour-master, and produce certificates of good conduct and sobriety to the executive committee, prior to his appointment under the common seal of the Trustees.

5—Sess. 2.

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2.—Every

PORT OF SWANSEA—*continued.*

2.—Every pilot boat other than the present pilot boats, numbered from one to ten inclusive, now licensed, must be of the burden of eighteen tons or upwards, new measurement, under the provisions of "The Merchant Shipping Act, 1854," and with the exception of those now licensed, numbered from one to ten, as aforesaid, shall be rigged as cutters; must be kept in good repair, and well found with masts, rigging, sails, anchors, cables, and every other necessary material, to the satisfaction of the harbour-master, together with an improved chart of the Bristol Channel, a copy of the Swansea tide table for the current year, and a good telescope and lantern.

3.—Every pilot boat shall be painted outside entirely black, with the exception of the letter S and the number of her licence, in white on each bow; and shall have the letter S and her number on her sails, above the reef, such letter and number to be 2½ feet in length for the boats now licensed, and four feet in length for cutters.

4.—Each pilot boat shall have four pilots at least belonging to her, who shall be appointed to their respective boats by the harbour-master, so and in such manner that each boat may carry an equal number, or as nearly so as is practicable.

5.—The names of the pilots belonging to each boat shall be painted at full length, within the stern of the boat to which they belong, in black letters, two inches in length, on a white ground.

6.—The pilots' licences shall be renewed annually, on the first Monday in July, and shall expire on the 31st day of July in the following year. Each pilot shall pay for his licence two guineas, and the owner of each boat shall annually, on the first Monday in July, pay two guineas, which sum shall go the Pilots' Superannuation Fund.

7.—Each pilot and harbour pilot shall pay a poundage of sixpence in the pound on his earnings, which shall go to the Pilots' Superannuation Fund.

8.—Each pilot shall, at the expiration of every calendar month, deliver to the harbour-master, at the harbour offices (on one of the forms provided him for that purpose), a correct account of all vessels piloted by him in that month, together with particulars of all expenses paid by him, and in such account shall distinguish the several amounts received from British and from foreign vessels respectively, and such account shall include such information and particulars as the Trustees may from time to time require and direct, to enable them to comply with the provisions and requirements of the "Merchant Shipping Act, 1854." And he shall then pay the amount due for poundage thereon, to be applied to the purposes of the Pilots' Superannuation Fund, and until such poundage is paid, such pilot's licence shall be deemed to be suspended.

9.—Such superannuation fund shall be dispensed to sick, aged, infirm, and disabled pilots, and their widows and children, in such manner as the executive committee shall direct.

10.—No pilot shall carry to sea in the boat to which he belongs, any person whose licence as a pilot shall have been suspended or withdrawn by the harbour-master or executive committee, or any pilot who shall be at any time drunk or otherwise unfit for duty.

11.—Each pilot boat shall in turn proceed to sea, and at least four pilot boats, having four or more pilots on board, shall leave the harbour each tide, with the pilots belonging to them, as soon as the boats are afloat; but any pilot is at liberty to proceed to sea as early after his return as he pleases, and no pilot shall be required to proceed to sea the same tide as he returns, unless the harbour-master shall, in case of emergency, direct him to do so.

12.—In case any boat shall be at sea when its turn shall come for going out, and any pilots belonging to such boat shall be on shore, the harbour-master may require such pilots to proceed to sea in another boat.

13.—The duty of every boat is to offer the services of and furnish pilots to all vessels bound to Swansea, and for that purpose the pilots shall use their best endeavour to speak all vessels bound to Swansea, without respect to their tonnage being large or small, or being from a foreign voyage or otherwise; but no pilot boat shall go beyond the limits of the Swansea pilotage, as hereinafter defined, in search of employment, under a penalty of forfeiting the pilotage, and any vessel boarded outside these limits shall be exempt from the additional pilotage. Every pilot, immediately on boarding a vessel bound to Swansea, shall, whether requested to do so or not, produce his licence to the master of any vessel, or other person to whom he tenders his services as a pilot, and if such pilot neglects to do so, he shall, for each offence, be liable to be suspended by the harbour-master.

14.—Every pilot boat shall be distinguished by the following characteristics, that is to say:—

By day.—A flag at the mainmast head or gaff, such flag to be the regular pilot flag, red and white—horizontal; the size of the flag to be four feet six inches by three feet.

By night.—By a green light at the foremast head.

15.—All pilots shall carry with them a small pilot flag, red and white, horizontal, and when in charge of vessels inwards bound, when they perceive a pilot boat in chase of them, shall make the following signals, for the purpose of showing that they are on board:—

By day.—The pilot flag to be hoisted on board the vessel in such a situation as to be best seen on board the boat, which flag must be hauled down again and rehoisted every five minutes, until it is seen, or the boat gives over the chase.

By night.—A light to be hoisted and lowered in the same manner.

16.—All pilots shall obey the bye laws made by the trustees for the regulation of the Swansea harbour and the town float, as well as all orders and directions that may be given to them by the harbour-master or lock-keeper, or their assistants, relative to the docking, berthing, or transporting vessels under their charge.

18.—Henceforth there shall be paid and payable to every pilot duly licensed, employed in navigating or assisting any vessel into or out of Swansea Harbour, or within any part of Swansea Bay, or within the limits of the pilotage ground hereinafter mentioned, the following rates, viz.:—

Inwards.			Outwards.			Inwards.			Outwards.		
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Vessels 30 tons and under 50 tons	—	5	—	4	—	Vessels 150 tons and under 175 tons	—	17	—	7	—
Vessels 50 tons and under 75 tons	—	9	—	5	—	Vessels 175 tons and under 200 tons	—	17	6	—	7 6
Vessels 75 tons and under 100 tons	—	10	—	5	6	Vessels 200 tons and under 250 tons	1	3	—	8	—
Vessels 100 tons and under 125 tons	—	11	—	6	—	Vessels 250 tons and under 300 tons	1	10	—	10	—
Vessels 125 tons and under 160 tons	—	13	—	6	6	Vessels 300 tons and upwards	2	10	—	12	6

together with an additional sum of 7s. 6d. in respect of every 50 tons above 350 tons on the inward pilotage, and an additional sum of 5s. in respect of every 50 tons above 350 tons on the outward pilotage.

Vessels

PORT OF SWANSEA—*continued.*

Vessels of 200 tons and upwards, boarded to the westward of south-west of the following points, shall pay the following additional pilotage, viz. :—

	Pwldy Point.		Oxwich Point.		Worm's Head.		
	s.	d.	s.	d.	£.	s.	d.
Vessels 200 tons and under 250 tons	-	4	-	5	-	6	-
Vessels 250 tons and under 300 tons	-	5	-	7	-	10	-
Vessels 300 tons and under 350 tons	-	7	-	9	-	15	-
Vessels 350 tons and under 400 tons	-	10	-	12	6	1	-
Vessels 400 tons and upwards	-	10	-	12	6	1	-

together with a further sum of 1*s.* in respect of every 50 tons above 400 tons.

The following shall be deemed to be the limits of the pilotage ground of pilots appointed and licensed by the Swansea Harbour Trustees, viz. :—"North of the Line of the Nash Lights in one," and "east of an imaginary line running north and south of a point, four miles westward of the Helwick Light Vessel, placed off the Helwick Shoal, near the Worm's Head, in the county of Glamorgan.

19.—Masters of vessels requiring pilots to take their vessels from the Harbour to the Mumbles Roads or Flats, to pay, in addition to the outward pilot rates, the following additional rates :—

	s.	d.
Vessels under 100 tons	-	4
Vessels 100 and under 200 tons	-	5
Vessels 200 tons and upwards	-	7

together with an additional 2*s.* 6*d.* in respect of every 100 tons or number of tons under 100 tons, beyond 300 tons.

20.—Every pilot required to remain on board a vessel, whether inward or outward bound, to be paid by the master of such vessel, at the rate of 4*s.* for every 12 hours, or broken portion of 12 hours, in which such pilot shall not have earned pilotage or distance money in the same vessel.

21.—The harbour-master may nominate such pilots as he shall think proper, to be harbour pilots, who shall only act as pilots in transporting or removing vessels within the harbour.

22.—Masters of vessels requiring to move vessels within the harbour (other than from one part of the float to another), shall employ a harbour pilot for that purpose, and shall pay such pilot at the following rate :—

	s.	d.
Vessels under 100 tons	-	2
Vessels 100 tons and under 200 tons	-	3
Vessels 200 tons and under 400 tons	-	5
Vessels 400 tons and under 500 tons	-	7
Vessels 500 tons and upwards	-	12

23.—If the master of any vessel shall require any pilot to go on board and take his vessel out of the harbour, transport or move her, and such vessel be not ready to be taken out or moved, half the rates last mentioned shall be paid to the pilot.

24.—Masters of vessels requiring hobbler to assist in removing vessels within the harbour shall pay each hobbler employed 1*s.* 6*d.* for coasters, and 2*s.* 6*d.* for vessels bound from a foreign port.

25. Each pilot bringing in a vessel shall pay the hobbler and pilot boat as follows :—If the vessel is

	s.	d.		s.	d.
30 tons and under 50 tons, 1	-	to the hobbler,	1	-	to the boat.
50 tons and under 75 tons, 1	6	to the hobbler,	1	6	to the boat.
75 tons and under 100 tons, 2	-	to the hobbler,	2	-	to the boat.
100 tons and under 175 tons, 2	6	to the hobbler,	2	6	to the boat.
175 tons and under 200 tons, 3	-	to the hobbler,	2	6	to the boat.
200 tons and under 300 tons, 4	-	to the hobbler,	2	6	to the boat.
300 tons and under 400 tons, 5	-	to the hobbler,	2	6	to the boat.
400 tons and under 500 tons, 7	6	to the hobbler,	2	6	to the boat.
500 tons and upwards - - 10	-	to the hobbler,	2	6	to the boat.

This scale to apply only to the pilot boats now licensed.

26.—The harbour-master may, for any cause which he may deem sufficient, suspend any pilot, and in case of so doing, shall immediately enter in his report book the cause of his doing so, and deliver the same to the clerk of the Trustees, who shall lay such complaint before the executive committee, at their next weekly meeting, or at a special meeting, to be called for the purpose; and the committee, at their meetings, may suspend any pilot until the following general meeting of the Trustees, who may further suspend or dismiss such pilot.

27.—Any pilot, while suspended by the executive committee, and if afterwards dismissed, shall forfeit any claim to the superannuation fund.

28.—All complaints against pilots shall be entered in the "Pilots' Book," kept in the Harbour Master's Office, within (where possible) 24 hours of the cause of complaint arising, and the complainant shall sign his name to every such complaint.

29.—All pilots shall wear a blue silk ribbon, with words in gold letters, "Swansea Pilot," to be supplied annually at the licensing day, at the expense of the Trustees, such ribbon to be worn while the pilots are on or off duty, except while off duty on Sundays.

30.—No boat belonging to any person who himself keeps, or is interested in keeping, by any agent, servant, or other person, any public house, or place of public entertainment, or is interested in selling any wine or spirituous liquors, shall be licensed as a pilot boat.

By order of the Trustees,

Lewis Thomas, Clerk.

Harbour Offices, Swansea,
10 November 1856.

PORT OF SWANSEA—*continued.*

NAMES and AGES of PILOTS Licensed by the Swansea Harbour Trustees.

No.	NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed.
1	John Austin, jun. - - - -	27	To act as Pilots in conducting vessels bound to or from Swansea Harbour within the following limits; all that part of Swansea Bay and the Bristol Channel, and all creeks, buoys, and havens situate within and adjoining the said Channel as is situate to the north of an imaginary line drawn parallel with the two Nass lighthouses erected on the Nass Point, in the county of Glamorgan, bounded on the west by another imaginary line running due north and south of a point situate two miles to the westward of the Helwicks Light-vessel, situate off the Worm's Head, in the county of Glamorgan.
2	John Fender - - - -	39	
3	Richard Mugford - - - -	55	
4	Richard Gordon - - - -	50	
5	Thomas Johnson - - - -	25	
6	John Johnson - - - -	59	
7	Thomas Davies - - - -	50	
8	Thomas Kneath - - - -	32	
9	George Johnson - - - -	51	
10	David Hughes - - - -	41	
11	Herbert Blackmore - - - -	58	
12	Thomas Rees - - - -	51	
13	John Mills - - - -	48	
14	David Gronow - - - -	37	
15	James George - - - -	52	
16	John Melhuish - - - -	36	
17	John Blackmore - - - -	26	
18	William Thomas - - - -	60	
19	Philip Thomas - - - -	39	
20	William Prust - - - -	52	
21	John Owens - - - -	56	
22	George Bidder - - - -	54	
23	Robert Robinson - - - -	57	
24	William Blackmore - - - -	64	
25	Robert James - - - -	34	
26	Evan Davies - - - -	55	
27	Alexander Austin - - - -	39	
28	John Austin, sen. - - - -	48	
29	Thomas Brown - - - -	37	
30	George Owens - - - -	50	
31	Lewis Rosser - - - -	46	
32	John Withers - - - -	38	
33	Toward M'Kenzie - - - -	35	
1	James Blackmore - - - -	53	To act as Harbour Pilots, in moving vessels within the harbour other than from one part of the float to another.
2	Richard Mitchell - - - -	53	
3	David Lewis - - - -	65	
4	James Rees - - - -	55	
5	Joseph Stevens - - - -	67	
6	Samuel Hughes - - - -	60	
7	Edward Murphy - - - -	50	

There are no Apprentices.

RATES of PILOTAGE now in force.

Vide Rates of Pilotage included in Regulations, pp. 90, 91.

AMOUNT received for Pilotage.

The new Regulations having been issued late in the year, the Harbour Trustees cannot furnish any particulars; but the information will be given in future Returns.

8 April 1857.

Lewis Thomas, Clerk.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

REGULATIONS issued by the Parliamentary Trustees of the Port of *Aberbrothwick*.

See Parl. Paper, No. 516, Session 1855, pp. 176, 177.—No subsequent alteration has been made.

NAMES and AGES of PILOTS Licensed by the above-mentioned Parliamentary Trustees.

See Parl. Paper, No. 516, Session 1855, p. 177.—The following alterations have taken place: William Smith, sen., and John Cargill have ceased to act as Pilots; James Carrie, aged 34, and David Cargill, aged 36, have been licensed.

Number of Pilots Acting - - - 22.

RATES of PILOTAGE in force at this Port.

See Parl. Paper, No. 354, Session 1856, p. 77.—No alteration has been made.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

RATES OF PILOTAGE.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.		
	COASTERS.			OVERSEA.			PRIVILEGED.			UNPRIVILEGED.					
	Not Towed by Steam.		Total Amount.	Not Towed by Steam.		Total Amount.	Not Towed by Steam.		Total Amount.						
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.				
			£. s. d.	£. s. d.		£. s. d.	£. s. d.		£. s. d.	£. s. d.			£. s. d.	No.	Amount.
At 1½d. per ton - - -	5	11 17 4½									nil.				
Pilot Master's Fees - - -	-	- 16 -	12 13 4½	-	-	-	-	-	-	-	-	-	5	12 13 4½	
At 2¼d. per ton - - -	17	6 16 8													
Pilot Master's Fees - - -	-	- 13 -	7 9 8	-	-	-	-	-	-	-	-	-	17	7 9 8	
At 3d. per ton - - -	590	451 11 3													
Pilot Master's Fees - - -	-	31 - -	482 11 3	-	-	-	-	-	-	-	-	-	590	482 11 3	
At 5½d. per ton - - -	-	- - -	- - -	38	80 8 6½										
Pilot Master's Fees - - -	-	- - -	- - -	-	5 4 -	85 12 6½	-	- - -	- - -	- - -	- - -	- - -	38	85 12 6½	
At 3½d. per ton - - -	-	- - -	- - -	-	- - -	-	36	48 14 9							
Pilot Master's Fees - - -	-	- - -	- - -	-	- - -	- - -	-	3 2 -							
									51 16 9	- - -	- - -	- - -	36	51 16 9	
TOTAL - - -	621.	- - -	502 14 3½	38	- - -	85 12 6½	36	- - -	51 16 9	-	nil.	-	695	640 3 7	

Note.—Only one charge is made at this port for both outward and inward pilotage, and this Return includes both.

PORT OF ABERBROTHWICK—continued.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the above-mentioned Parliamentary Trustees.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for pilotage - -	599 8 7	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	27 16 7
To amount received for pilot master's fees -	40 15 -	By amount paid collector as commission for collecting pilotage (2½ per cent.) - -	14 19 8
		By amount paid to 20 pilots in equal shares -	556 12 4
		By amount retained by Harbour Trustees towards payment of salary allowed by them to pilot master and assistant pilot master - - - - -	40 15 -
£.	640 3 7	£.	640 3 7

8 January 1857.

Louson & Macdonald, Clerks.

PORT OF ABERDEEN.

REGULATIONS issued by the Harbour Commissioners of Aberdeen.

The Regulations are the same as printed in Parl. Paper, No. 516, Session 1855, pp. 179-182.

NAMES and AGES of PILOTS, &c., acting for the above Port.

NAMES.	AGE.	NAMES.	AGE.
James Robertson - - - - -	37	Robert Hunter - - - - -	30
Charles Smith - - - - -	47	Alexander Baxter - - - - -	33
George Allan - - - - -	52	Andrew Main - - - - -	52
George Baxter - - - - -	46	Alexander Allan - - - - -	23
Alexander Morrice - - - - -	51	Alexander Main - - - - -	64
Alexander Fowler - - - - -	42	Alexander Morrice - - - - -	44
George Fowler - - - - -	36	William Guyan - - - - -	33
John Brands - - - - -	39	John Morrice - - - - -	34

NAMES of ASSISTANTS employed by the Licensed Pilots of the Port :

John Guyan - - - - -	25	George Morrice - - - - -	26
Kenneth Robertson - - - - -	54	William Allan - - - - -	57
Andrew Fowler - - - - -	38	Pearson Morrice - - - - -	25
William Smith - - - - -	26	John Masson - - - - -	26

RATES of PILOTAGE in force at the above Port.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 516, Session 1855, p. 131.

PORT OF ABERDEEN—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the year 1856.

(1.)—INWARDS.

DISTANCES.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Aberdeen Harbour and Dock	1,848	805 11 9	120	80 12 3	105	60 4 -	2,073	946 8 -

(2.)—OUTWARDS.

Aberdeen Dock and Harbour to Sea	1,957	367 18 -	56	24 8 -	95	35 14 -	2,108	428 - -
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Total sum received by the Pilots, 1,374l. 8s.

9 April 1857.

ALEXANDER GAULD, Captain Pilot.

PORT OF AYR.

REGULATIONS for PILOTS, made by the AYR Harbour Trustees at a General Meeting held on the 10th day of December 1856, and allowed and confirmed by the Sheriff of Ayrshire, on the 13th day of February 1857.

1.—That no person shall act as pilot on board of any vessel trading to or from the Harbour of Ayr, without being regularly licensed by the trustees of the harbour, and that under a penalty not exceeding 5*l.*, besides all damages and expenses that may be incurred.

2.—One of the pilots shall be appointed captain-pilot, having the command of the others, and of the assistants; the whole, however, being always subject to the orders of the harbour-master.

3.—That the pilotage to be exacted from all vessels shall be at the rate of 1½*d.* for coasting vessels, and 2*d.* for oversea vessels, per register ton, which shall be paid to the harbour-master, or collector of rates and duties, and shall be exigible in every case from vessels registering 40 tons, and upward, whether the vessel has had the services of the pilots or not, provided said services shall have been duly and properly offered; but in cases where the pilots shall be detained on board of loaded vessels in the bay, or otherwise, the harbour-master is empowered to order an equivalent remuneration for such extra services.

4.—Each pilot shall find sufficient caution to the harbour trustees, to the extent of 5*l.*, for his proper conduct and behaviour, and his strict compliance with the present Regulations, independently of his individual responsibility for all damages and expenses that may be incurred.

5.—The pilots shall be on the look-out for vessels during the whole day, and at night from the time the half-tide light is lighted, until it is extinguished.

6.—It shall be the duty of the pilots at all times when vessels approach the harbour, to pull well to the offing of the bar, if practicable, so as the vessel may have room to wear and stand off, if found necessary, and if it be not practicable so to do, then they shall give the earliest possible assistance to the vessel at the end of the piers. In the event of this Regulation being in any respect transgressed, the pilotage to be exacted from the vessel shall be reduced to one-half; and if the case be an aggravated one, the trustees may abate the whole, and also impose a fine on the pilots not exceeding 20*s.*

7.—All vessels running for Ayr harbour with the wind from west to north must have their larboard bower anchor ready to let go, and, after passing the compass pier, must run close along the south side of the harbour, till opposite the Ratten Quay, and then put the helm to starboard, and let go the anchor.

8.—That in piloting vessels into the harbour, whether during the night or day, every pilot shall at all times take sail off the vessel under his charge in good time, when running up the harbour, so as to prevent damages to the vessels lying there, and shall, when occasion requires, run her on the bank, or north side of the harbour, after passing the wooden wharf, all under a penalty not exceeding twenty shillings, besides damages.

9.—The pilots, when not engaged in navigating vessels over the bar, shall be in attendance, and shall offer their services, and give assistance in transporting vessels from one berth to another, and moving the same, under a penalty not exceeding twenty shillings.

PORT OF AYR—continued.

- 10.—Any pilot found in a state of intoxication, or the worse of liquor, shall, besides forfeiting all claims to remuneration for his services, be liable in a penalty not exceeding five pounds, and also deprivation of office.
- 11.—The pilots and assistant pilots shall, from time to time, and at all times when required by the harbour-master, sound the bar, and report its state at the harbour office, and shall lift and replace buoys without remuneration, and do any other duty incumbent on them by their office as pilots when required by him so to do, under a penalty not exceeding twenty shillings.
- 12.—The pilots and assistant pilots shall always be at hand, and ready with their services ; and should any inattention or negligence occur, the harbour-master is empowered to suspend the person or persons so offending, reporting the same to the trustees or their committee, to be dealt with as they may think proper.
- 13.—The pilots and their assistants shall, on all occasions, be civil in their speech and conduct, under a penalty not exceeding twenty shillings.
- 14.—Every pilot shall be in constant possession of a copy of these regulations, and his licence thereto attached, and shall produce the same when required, under a penalty not exceeding twenty shillings.
- 15.—Any penalties, fines, or damages incurred by any breach of the preceding regulations, shall be sued for, in terms of the Act of Parliament, by any two of the trustees, or their clerk, or by any other party interested ; and in case of any such penalties, fines, or damages being found due, the harbour-master is hereby authorised to retain the wages belonging to such party, till payment or caution for the sum awarded be given. Every pilot or assistant shall be dismissed by the trustees at pleasure, with or without cause shown.
- 16.—The harbour-master shall be charged with the execution of all the above rules and regulations ; but if any party conceive himself aggrieved in respect of the same, or by the conduct of the pilot, or keeper of the lights, he shall lodge his complaint with the harbour-master, who shall forthwith report the same to the trustees, or a committee of their number, for immediate investigation.

NAMES and AGES of the PILOTS licensed by the Ayr Harbour Trustees.

NAMES.					AGE.	SERVICE FOR WHICH LICENSED.
Arthur Redmond	-	-	-	-	46	Captain Pilot.
James McCallum	-	-	-	-	48	
Robert Thomson	-	-	-	-	44	
John Bicker	-	-	-	-	35	
John Boyd	-	-	-	-	28	Pilots.
James Tamblin	-	-	-	-	31	
John Lyon	-	-	-	-	35	
						Boatmen.

RATES of PILOTAGE in force at the Port of Ayr.

The Rates for Pilotage at this harbour are 1½d. per register ton for coasting vessels, and 2d. per register ton for oversea vessels, which rates include pilotage both inwards and outwards, *i. e.* ¾d. per ton inwards, and ¾d. per ton outwards for coasters, and 1d. per ton inwards, and 1d. per ton outwards for oversea vessels.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.				£. s. d.
From the Bay to the Harbour	1,060	218 6 4½	20	11 7 11	2	1 5 9	- nil -	- nil -	1,082	231 - -¾

(2.)—OUTWARDS.

From the Harbour to the Bay	1,077	221 9 9¾	20	11 7 11	2	1 5 9	—	—	1,099	234 3 5¼*
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* There were a few vessels towed by steam for about half a mile or so ; but as the pilotage rates are so small, no difference in the charge was made in their favour.

PORT OF Ayr—*continued*.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Ayr Harbour Trustees.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	4 4 -	By amount paid to pilots, &c. - - -	243 14 6
To gross amount received for inward pilotage	231 - - ³ / ₄	By amount paid for or in respect of pilot boats, buoys, &c. - - -	18 13 11
To gross amount received for outward pilotage	234 3 5 ³ / ₄	By balance carried to general account *	206 19 1 ¹ / ₂
£.	469 7 6 ¹ / ₂	£.	469 7 6 ¹ / ₂

* The surplus of pilotage, after paying pilots' wages, buoy and pilot boat expenses, is, along with the other rates, applied to the deepening and general maintenance of the harbour, which, from its present state and condition, requires it all.

20 February 1857.

Thomas McCosh, Secretary.

PORT OF DUNDEE.

REGULATIONS issued by the Pilotage Board of *Dundee*.

The Regulations are the same as printed at pp. 81 to 86 of Sess. Paper, No. 354, of 1856

NAMES and AGES of PILOTS Licensed for the above Port.

NAMES.	AGE.	NAMES.	AGE.
1. William Bell - - - - -	57	8. James Donaldson - - - - -	33
2. James Watson - - - - -	50	9. David Henderson - - - - -	52
3. John Chambers - - - - -	30	10. David Kidd - - - - -	28
4. David Crammond - - - - -	50	11. James Boyack - - - - -	37
5. John Harrower - - - - -	54	12. David Sime - - - - -	28
6. William Gilchrist - - - - -	57	13. Charles Duncan - - - - -	56
7. James Gall - - - - -	47	14. George Knight - - - - -	31

SUPERNUMERARIES.

- | | | | | | | |
|--|---|---|---|---|---------------|---------------|
| 1. James Kirkealdy, cook - - - - - | - | - | - | - | age, 62 years | } not Pilots. |
| 2. Robert Ferrier, tender keeper - - - - - | - | - | - | - | „ 57 „ | |

A pilot schooner is kept cruising in all weathers at the mouth of the Tay, so that vessels requiring pilots can have them either day or night without any difficulty; and since the pilotage has been under the government of the Pilotage Board, it has given entire satisfaction both to the mariner and shipowner.

Note.—A pilot vessel lies in the harbour of Dundee to relieve the pilot schooner when the latter requires repairs. Also a pilot vessel kept for carrying provisions to vessel stationed at the Bar of Tay.

PORT OF DUNDEE—continued.

RATES of PILOTAGE in force at the above Port.

The Rates are stated in the Bye-laws printed in Sess. Paper, No. 354, of 1856, pp. 81, 85, 86.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks, at 4s. 0½d. per foot - - - -	41	98 2 4	48	91 3 1	89	189 5 5
From Buoy of Tay to Dundee Docks, at 3s. 6d. per foot - - - -	151	297 10 5	224	371 7 8	375	668 18 1
From Buoy of Tay to Dundee Docks, at 3s. per foot - - - -	50	74 9 9	- -	- - -	50	74 9 9
From Buoy of Tay to Carolina Roads, at 2s. 9½d. per foot - - - -	4	6 12 3	3	3 10 1	7	10 2 4
From Buoy of Tay to Carolina Roads, at 2s. 3d. per foot - - - -	7	8 9 10	31	33 3 8	38	41 13 6
From Buoy of Tay to Carolina Roads, at 2s. per foot - - - -	7	7 14 5	- -	- - -	7	7 14 5
From Carolina Roads to Dundee Docks, at 1s. 3d. per foot - - - -	11	7 9 5	7	2 13 1	18	10 2 6
From Carolina Roads to Dundee Docks, at 1s. per foot - - - -	12	6 13 7	- -	- - -	12	6 13 7
From Buoy of Tay to Carolina Roads, at 2s. 6d. per foot - - - -	8	7 18 9	- -	- - -	8	7 18 9
Total - - -	291	515 - 9	313	501 17 7	604	1,016 18 4

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay, at 4s. 0½d. per foot - - - -	16	45 18 5	35	69 14 3	51	115 12 8
From Dundee Docks to Buoy of Tay, at 3s. 6d. per foot - - - -	98	185 8 5	129	216 17 4	227	402 5 9
From Dundee Docks to Buoy of Tay, at 3s. per foot - - - -	31	43 6 3	63	70 19 2	94	114 5 5
From Ferry Roads to Buoy of Tay, at 2s. 3d. per foot - - - -	- -	- - -	19	17 3 1	19	17 3 1
From Dundee Docks to Tay Port, at 2s. per foot - - - -	10	10 16 8	- -	- - -	10	10 16 8
From Dundee Docks to Ferry Roads, at 1s. per foot - - - -	5	2 17 7	- -	- - -	5	2 17 7
Total - - -	160	288 7 4	246	374 13 10	406	663 1 2

Note.—No coasting vessels take pilots. The pilot-master cannot state what vessels took steam-tugs, as no list was kept; it will, however, be done in future. But few vessels are towed by steam.

5 February 1857.

J. A. McOwen, Secretary.

PORT OF ELGIN AND LOSSIEMOUTH.

REGULATIONS issued by the Directors of the Elgin and Lossiemouth Harbour Company.

The Regulations remain as printed at pp. 212, 213, of Parl. Paper, No. 516, of 1855.

NAMES and AGES of PILOTS for the above Port.

Alexander Reid	-	-	-	-	-	-	-	31 years	} Licensed for one year.
William Dick	-	-	-	-	-	-	-	30 "	
Alexander Sutter	-	-	-	-	-	-	-	54 "	

RATES of PILOTAGE in force at the above Port.

No alteration has been made in the Rates printed at p. 213 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	222	193 6 9	8	9 15 3	- -	nil - -	15	13 15 3	245	216 17 3

(2.)—OUTWARDS.

From Harbour to Sea - -	222	193 6 9	8	9 15 3	-	nil - -	15	13 15 3	245	216 17 3
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6 April 1857. Amount received by Pilots - - - £. 433. 14s. 6d. Patrick Duff, Clerk.

PORT OF GLASGOW.

BYE-LAWS issued by the Pilot Board of Glasgow.

The Bye-laws are the same as printed in Parl. Paper, No. 516, of 1855, pp. 191-195.

NAMES and AGES of PILOTS Licensed by the Pilot Board.

NAMES.	AGE.	SERVICES FOR WHICH LICENSED.	NAMES.	AGE.	SERVICES FOR WHICH LICENSED.
Colin Campbell - -	74	To pilot vessels on the Frith and River Clyde.	Luke Skelly - - -	-	To pilot vessels on the Frith and River Clyde.
Magnus Park - - -	44		James Higham - - -	35	
Robert Crooks - - -	46		Dugald Campbell - - -	38	
John M'Kelvie - - -	39		Daniel Mowat - - -	33	
James Morrison - - -	42		James M'Chleary - - -	37	
James Johnston - - -	70		Walter Hooks - - -	35	To pilot vessels between the harbour of Glasgow and Greenock, or the tail of the Bank.
James Murray - - -	58		James Martin - - -	40	
James Macfarlane - - -	57		Thomas Driver - - -	60	
John Wylie - - -	44		John Campbell - - -	46	
Duncan Macintyre - - -	48		Robert Somerville - - -	60	
James Park - - -	40		John Barrie - - -	41	
Alexander Alexander - -	41				

PORT OF GLASGOW—continued.

RATES of PILOTAGE in force at the Port of Glasgow.

The Rates are the same as printed at p. 196 of Parl. Paper, No. 516, of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.		
	COASTERS.				OVERSEA.				PRIVILEGED.	UNPRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.		£. s. d.		£. s. d.
From Greenock to } Bowling - - }	23	28 - -	25	17 - -	-	- - -	-	- - -	nil	-	- - -	-	- - -	48	45 - -
From Greenock to } Glasgow - - }	55	44 - -	850	828 9 2	61	54 18 -	320	392 17 1	-	39	33 2 -	80	160 5 2	1,405	1,513 11 5
TOTAL - -	78	72 - -	875	845 9 2	61	54 18 -	320	392 17 1	-	39	33 2 -	80	160 5 2	1,453	1,558 11 5

(2.)—O U T W A R D S.

From Glasgow to } Bowling - - }	14	7 - -	21	8 8 -	-	- - -	-	- - -	nil	-	- - -	-	- - -	35	15 8 -
From Glasgow to } Greenock - - }	36	32 8 -	750	828 15 3	21	25 - -	620	875 5 2	-	15	22 2 5	140	204 2 1	1,582	1,987 12 11
TOTAL - -	50	39 8 -	771	837 3 3	21	25 - -	620	875 5 2	-	15	22 2 5	140	204 2 1	1,617	2,003 - 11

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Pilot Board.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licences and certificates - - - -	122 17 -	By amount paid for salaries of officers - -	188 8 2
To amount received for fines - - - -	20 9 6	By amount paid for rent of offices, &c. - -	24 11 1
To gross amount received for inward pilotage -	1,558 11 8	By amount paid for pensions or superannuations - - - - -	161 4 -
To gross amount received for outward pilotage	2,003 - 11	By amount paid to pilots - - - - -	3,205 14 1
To amount received from other sources - -	57 7 9	By surplus revenue - - - - -	192 9 6
To entry money - - - - -	10 - -		
	£. 3,772 6 10		£. 3,772 6 10

14 January 1857.

A. Turner, Secretary.

PORT OF GREENOCK.

REGULATIONS or ORDERS in force.

THE Regulations are the same as those printed in Parl. Paper, No. 516, Session 1855, page 197. In 1856, the following Order was forwarded to each Pilot:—

Sir,

I HAVE it in command to call your attention to the Regulations of the Parliamentary Trustees of the Port and Harbours of Greenock, a copy of which I enclose, and to intimate that it will be your duty to see that those articles bearing upon the piloting, anchoring, and securing of vessels be strictly enforced, and that you point out to the master, mate, or other person in charge of the vessel, the articles requiring immediate attention, as the Pilot Board will look to you, so far as you have the control, of directing the particular Regulations referred to, to be observed and carried out.

I am, &c.

John Kerr Gray, Secretary.

The Regulations mentioned in the above order relate principally to the Harbour. The following Regulation is the only one which has reference to Pilots or Pilotage:—

52. Every pilot must have constantly in his possession a copy of these Regulations, and shall attend to the instructions as to the mooring of the ships in the roadstead, and also, as to taking the ship or other vessel within or out of the harbours, and to the shipment of gunpowder; and he shall see that the vessel, while under his charge, be made to conform to all the regulations and laws, and be berthed as directed by the Harbour-master. The pilots shall also see that the clauses in the Acts of Parliament regarding the taking on board gunpowder, are observed. Any pilot neglecting any part of this Regulation shall be liable in a penalty not exceeding 5 £. for each neglect.

NAMES and AGES of PILOTS.

Names of Deep-sea Pilots.	Age.	Names of Deep-sea Pilots.	Age.	Names of Deep-sea Pilots.	Age.
William Adams - - -	38	*David Guthrie - - -	49	John M'Lean - - -	65
David K. Arkley - - -	42	William Howieson - - -	48	Lachlan M'Neill - - -	67
Hugh Cameron - - -	36	Robert Lee - - -	33	Robert M'Neill - - -	64
William Clank - - -	65	Alexander Murchie - - -	73	Hannibal Sloan - - -	46
Alexander Daw - - -	39	Archibald M'Bride - - -	51	John Stewart - - -	61
William Duncan - - -	47	Daniel M'Cormick - - -	70	Daniel Taylor - - -	53
John Foster - - -	49	John M'Corquodale - - -	41	*Colin Turner - - -	34
John Galbreath - - -	49	*John Mackenzie - - -	34	Hugh Turner - - -	43
Robert Grant - - -	49	Donald M'Kinlay - - -	46	John Turner - - -	37

* These pilots have given no return of their earnings.

RATES of PILOTAGE in force.

The Rates are the same as printed in Parl. Paper, No. 354, of Session 1856, p. 89.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.	OVERSEA.				*				
		Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
From Cumbray and Outwards to Greenock and Port Glas- gow - - - - -	- - Nil - -	4	£. s. d. 13 8 6	162	£. s. d. 341 6 -	62	£. s. d. 108 13 11½	224	£. s. d. 463 8 5½	

(2.)—OUTWARDS.

From Greenock and Port Glas- gow to Cumbray and Out- wards.	- - Nil - -	None - -	- - -	201	501 - -	85	211 4 7½	286	712 4 7½
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* In the Returns received from the Pilots no distinction is made between privileged and unprivileged foreign vessels.

TOTAL AMOUNT received by Pilots, 1,175 £. 13 s. 1 d. Note.—No returns were made by three of the Pilots.

John K. Gray, Secretary.

PORT OF IRVINE.

REGULATIONS issued by the Pilotage Committee of *Irvine*.

See Parl. Paper, No. 516, Session 1855, pp. 199, 200.—No subsequent alterations have been made.

NAMES and AGES of PILOTS Licensed for the Port of *Irvine*.

The Names are the same as printed at p. 200 of Parl. Paper, No. 516, Session 1855.

RATES of PILOTAGE in force at the Port of *Irvine*.

The rate of Pilotage charged on all vessels inwards is one-fourth of a penny per ton register, and the rate of pilotage on all vessels outwards is ($1\frac{1}{2}$ d.) one penny halfpenny per ton register.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Irvine* in the Year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay to Harbour - -	75	3 16 10½	none	- none -	none	- none -	none	- none -	75	3 16 10½

(2.)—O U T W A R D S.

From Harbour to Bay - -	313	123 12 -½	none	- none -	none	- none -	none	- none -	313	123 12 -½
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ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Pilotage Committee of *Irvine*.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - -	- 3 1	By payments to officers, &c. - - - -	126 17 7½
To gross amount received for inward pilotage -	3 16 10½	By balance carried to next account - - -	- 14 4½
" " outward pilotage -	123 12 -½		
£.	127 12 -	£.	127 12 -

4 March 1857.

David Gray, Secretary.

PORT OF KIRKCALDY.

REGULATIONS issued by the Harbour Commissioners of *Kirkcaldy*.*See* Parl. Paper, No. 516, Session 1855, pp. 201, 202.—No subsequent alteration has been made.

NAME of PILOT Licensed by the Harbour Commissioners.

James Walker, aged 50.

RATES of PILOTAGE in force at the above Port.

See Parl. Paper, No. 516, Session 1855, p. 202.—No alteration has been made.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the above Port, in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.						TÓTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.	
From Kirkcaldy Roads to } Kirkcaldy Harbour	20	9 12 -	4	2 - -	25	18 2 6	8	6 2 6	35	23 9 11	2	1 11 -	nil -	94	60 17 11	

VESSELS CHANGING at *Kirkcaldy Roads*.

Amount paid by vessels which have to take or pay for two or } more pilots	No. of Vessels.	For Pilotage below.
- - - - -	12	£. s. d. 20 - -

(2.)—OUTWARDS.

From Kirkcaldy Harbour } to Kirkcaldy Roads	12	7 - -	6	3 - -	14	9 - -	20	9 12 -	15	5 19 6	8	3 - -	nil	75	37 11 6
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Note.—The pilot is allowed the whole receipts for pilotage, and receives no other allowance from the Commissioners. He maintains his own boats and crew.

19 January 1857.

James Russell,
Clerk to the Commissioners of Kirkcaldy Harbour.

THE TRINITY HOUSE OF LEITH.

BYE-LAWS issued by the Trinity House of *Leith*, approved of by Her Majesty in Council, 28th July 1856.

THE Corporation of the Master and Assistants of the Trinity House of *Leith*, being desirous to remodel its Bye-laws in relation to Pilots and Pilotage, and considering that by the Merchant Shipping Act, 1854, 17 & 18 Viet. c. 104, intituled, "An Act to Amend and Consolidate the Acts relating to Merchant Ships," ample power is conferred on every pilotage authority by bye-law, made with consent of Her Majesty in Council, to do all or any of the things therein enumerated within its districts; therefore the said Corporation of the Master and Assistants of the Trinity House of *Leith* does, in virtue of its own rights and privileges, and also with consent of Her Majesty in Council, enact the following Bye-laws:

1. No person shall hereafter be licensed to act as a pilot before he is 21 years of age, and has been for the space of seven years or more actually engaged and actively employed as a sea-faring man, and during that space has sailed for three years or longer time in a square-rigged vessel. Every candidate must bear a good moral character, and be able to read and write, and have a competent knowledge of arithmetic; he must be able to give a perfect verbal account of the harbours, docks, and piers, and the course and distance from any place within the limits for which he wishes to act as pilot; the flowing and setting of the tides, depth of water, the proper places for good anchorage, and where to stop a tide; the sand-banks, rocks, shoals, and other dangers, the land-marks, buoys, perches, and lights; he must also be seaman enough to know, not only the method of staying or wearing a vessel, but also the complete management of a vessel in bad weather and narrow channels, to bring her properly to anchor, to keep a clear anchor, to moor and unmoor and get under weigh in all situations; and, where necessary, he must be able to set off a ship's situation or actual place on the chart.

2. Every pilot, immediately on his appointment, shall get his licence registered by the principal officers of Customs, at the place at or nearest to which he resides, as required by the 349th section of the Act above referred to; and he shall also get his boat duly approved of and licensed, as required by the 345th section of the said Act, which shall be done from time to time as occasion may require, on application to the Trinity House of *Leith*.

3. A copy of the Merchant Shipping Act, so far as applicable to pilotage, is hereto annexed, and the pilots of this Corporation are required carefully to comply with the provisions thereof, so far as incumbent on them; and in addition thereto, this Corporation enacts the following regulations for the government of its pilots, viz.:

4. When you receive an order from the master, assistant master, or deputy master of this Corporation, or when required at sea by the commander of any of Her Majesty's ships or vessels to pilot any such ship or vessel, you are to repair on board of her, to take charge of her, and continue such charge according to the mode expressed in the said order or requisition.

5. If, on receipt of orders to proceed on Her Majesty's service, you shall fail to proceed thereon immediately, or shall evade the receipt of such orders, or shall quit or decline such service, you shall for the first offence be liable to suspension for six months, and for the second offence shall be dismissed from your office of pilot, unless you shall have been prevented by ill health, or any other reasonable impediment.

6. Whenever called upon or required to pilot any ship or vessel, you shall, if under engagement to any other ship or vessel, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring your service; and in case of any concealment, misrepresentation, or falsehood, in respect of such alleged previous engagement, you shall be liable to suspension at the discretion of this Corporation.

7. When you discover any alteration in any sands, or channels, or any hitherto unknown sand or rock, dangerous to navigation, you are to give immediate information thereof in writing to the master of this Corporation.

8. When you come to an anchor you are to observe the setting of the tide and its force; and if it shall happen that you come near a sand or rock, you are immediately (if there are any other vessels in company) to cause a signal to be made, so as to enable them to avoid the danger.

9. You are on no pretence to aid or assist, either in your own person, or with your boat or servants, or by any other means whatever, the landing, removing, or secreting any seamen from merchant ships and vessels, to avoid serving in Her Majesty's navy, as by so aiding or assisting seamen to escape the impress for Her Majesty's service you will be liable to have your licence recalled and rendered void; nor are you, either in your own person, or with your boat or servants, or by any other means, to be aiding and assisting any seaman or mariner in deserting or absenting himself without leave from any of Her Majesty's ships or vessels, or from any merchant vessel, under the pain of for ever forfeiting your licence, besides any other punishment to which you may by law be liable.

10. The Commissioners for the harbour and docks of *Leith* having made a new bye-law to the effect that no person shall in future be licensed, nor after being licensed, continue to act as harbour pilot, unless he hold a Frith of Forth licence (excepting always masters or mates licensed for their own vessels), it is specially enacted, as arranged with the said Commissioners, that the limits of the said harbour pilots shall be extended from a line to be drawn from Granton to Burntisland on the west, and from Pettycur to Portobello on the east, beyond which the harbour pilots are not at liberty to proceed in quest of vessels, or to go on board thereof with a view to harbour pilotage.

11. The Frith of Forth pilot not licensed for *Leith* harbour shall, when approaching the harbour pilots' limits, as above defined, require the master of any vessel of which he is pilot, bound for *Leith* Harbour, to display and keep flying the usual signal for a pilot, and if any harbour pilot is within hail, or is approaching, and within half a mile, he shall, by heaving to in proper time, or shortening sail, or by any practicable means consistent with the safety of the same, facilitate the harbour pilot getting on board. If no harbour pilot appears, the said Frith pilot shall continue in charge of the ship until she reaches *Leith* Roads, but on no pretence whatever shall he, unless licensed therefor, bring the vessel into *Leith* Harbour, extreme cases of necessity alone excepted.

12. In regard to any vessel bound to *Leith* Roads for orders, the Frith of Forth pilot will be entitled to pilot her into the roads, and to stay by the vessel as pilot until orders are obtained, if required by the master; but if the ship is ordered to *Leith* Harbour, he shall, unless he hold a licence therefor, immediately thereupon cease to act as pilot of said vessel, cases of necessity alone excepted.

13. When

TRINITY HOUSE OF LEITH—*continued.*

13. When the Frith of Forth pilot, not licensed for the harbour, has piloted any vessel intended for Leith Harbour, he shall require the master of her either to pay him the pilotage, or to sign and deliver to him an order for payment thereof, specifying the vessel, and the pilotage service rendered, and whether the vessel was towed by steam the whole or part of the distance. If the Frith pilot cannot conveniently go to Leith, he can require the harbour pilot to deliver the order for his pilotage to the Shore Dues Office there, where the master or agent of the ship may pay it, and if so paid, the money shall be handed to him when called for, less five per cent. commission.

14. The master or mate of any ship may be examined as to his capacity to pilot the ship of which he is master or mate, or any one or more ships belonging to the same owner, of which he is master or mate, and if found competent, a pilotage certificate shall be granted to him in terms of the 340th and 341st sections of the foresaid Act; and it is hereby specially enacted, that all persons holding such certificates shall be entitled to employ steam tugs to tow or conduct their vessels within the limits therein specified without being liable also to take a pilot; but this privilege shall in no case be held to extend to persons holding no such certificate, who, if they take such assistance, shall, at the same time, to avoid the penalties consequent on taking the assistance of unlicensed persons, be bound to take a licensed pilot. Upon procuring these certificates, every master or mate shall pay a fee of 20 s., and 10 s. upon every renewal thereof; and they shall be bound to exhibit the said certificates to any licensed pilot of the Trinity House on all reasonable or necessary occasions.

15. The respective rates, charges, or prices hereinafter enumerated and specified in the subjoined tables, may and shall be lawfully demanded, exacted, and received by every pilot licensed by the Trinity House, for the piloting or conducting of any ship or vessel from place to place, as expressed in the said tables, and no other rates or prices, or other reward or emolument, shall, under any pretence whatever, be demanded, exacted, or received, by any such pilot; and no Frith of Forth pilot shall go on board of a vessel bound for Leith Harbour at any place beyond the limits of that harbour, as above defined, unless required to do so for the purpose of pilotage, at the full fees payable for that service, viz.:

For Piloting Vessels from *St. Abb's Head* or *Bell Rock* to Harbour Pilots' Limits or *Leith Roads*, and from there to *Carron Roads*, &c., and *vice versa*:

LIMITS.	Vessels of 100 Tons and under.	100 to 200 Tons.	200 to 300 Tons.	300 Tons and upwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From <i>St. Abb's Head</i> , or <i>Bell Rock</i> , to <i>Leith Roads</i> - -	2 2 -	3 3 -	4 4 -	5 5 -
From <i>May Island</i> , or <i>Bass Rock</i> , to <i>Leith Roads</i> - -	1 11 6	2 2 -	3 3 -	3 13 6
From <i>Leith Roads</i> to <i>Carron Roads</i> , or harbours above <i>Queensferry</i> , or from the <i>Hope</i> to <i>Alloa</i> .	1 1 -	1 7 6	1 11 6	2 2 -
From <i>Leith Roads</i> to <i>Inverkeithing</i> or the <i>Hope</i> - -	- 17 6	1 1 -	1 2 6	1 7 6
From <i>Carron Roads</i> to <i>Alloa</i> - - - - -	- 10 6	- 12 -	- 15 -	1 1 -

For distances between *St. Abb's Head* to *May Island* or *Bass*, and thence to *Leith Roads*, 3 s. per league to be deducted from above rates, but in no case shall the pilot's fee be reduced more than one-half.

Should any dispute occur as to the distance any vessel was in charge of a pilot, the same to be decided by the pilot's declaration before a magistrate.

The daily pay of a pilot during detention under quarantine at *Inverkeithing Bay*, or elsewhere, shall, exclusive of his proper pilotage, be 5 s. for every lay day after the day of the vessel's arrival there, over and above his proper maintenance out of the ship's stores.

The rates or fees to be paid for pilotage, from sea, into and out of the sounds and roadsteads in the *Orkney Islands*, as recommended by competent judges at *Stromness*, to be continued as follows:

LIMITS.	Vessels of 60 Tons and upwards to 100 Tons.	Vessels of 100 Tons and upwards to 220 Tons.	Vessels of 220 Tons and upwards to 420 Tons.
	£. s. d.	£. s. d.	£. s. d.
1st. From five miles seaward of <i>Hoy Head</i> , through <i>Hoy Sound</i> , to anchorage in <i>Stromness Harbour</i> or <i>Kerston Roads</i> , and out again to sea by <i>Hoy Sound</i> .	1 5 -	1 15 -	2 12 6
2d. From sea, through <i>Hoy Sound</i> , to anchorage in <i>Stromness Harbour</i> or <i>Kerston Roads</i> , and out again to sea by <i>Long Hope</i> , and <i>vice versa</i> .	1 5 -	2 2 -	3 - -
3d. From sea through <i>Hoy Sound</i> to anchorage in <i>Stromness Harbour</i> or <i>Kerston Roads</i> , and out again to sea by <i>Long Hope</i> and <i>Pentland Frith</i> , and <i>vice versa</i> .	1 11 6	2 5 -	3 10 -
4th. From sea, through <i>Hoy Sound</i> to anchorage in <i>Stromness Harbour</i> or <i>Kerston Roads</i> , and out again to sea, by <i>Holm Sound</i> , and <i>vice versa</i> .	1 8 -	2 - -	3 - -

TRINITY HOUSE OF LEITH—*continued.*

Where the vessel is in any instance towed by a steamer, the pilot shall deduct one-third from the rates of pilotage for the whole or any part of the distance that the steamer towed the vessel.

16. Every pilot licensed by or under the authority of this Corporation shall, in obedience to the orders or summons of the said Corporation, duly posted to or delivered, in writing, or offered to the hands of such pilot, or left a reasonable time at the usual or last known place of residence of such pilot, attend the said Corporation, at their general or committee meetings at the Trinity House of Leith, to answer to any charges brought against such pilot, or for the performance of any public service; and in default of such attendance, every pilot so offending shall forfeit, for the first offence, 40 s. and, for the second offence, he shall be dismissed from his office of pilot.

17. Every pilot shall produce to the master of any ship, or other person employing him, when required to do so, the foregoing bye-laws and relative rates of pilotage, and also the annexed excerpt Act of Parliament relating to pilotage. The pilot shall also produce his licence to every person by whom he is employed, or to whom he tenders his services, and this he shall especially do when he supersedes an unqualified pilot.

NAMES and AGES of the PILOTS Licensed by the Trinity House of *Leith.*

NAMES OF PILOTS.	AGE.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
George Boyd - - - -	56	To pilot and conduct Vessels— From Red Head on the north, and St. Abb's Head on the south of the Frith of Forth, up to Alloa.
William Balderston - - - -	59	
Archibald Blair - - - -	50	
Gavin Boyd - - - -	34	
Thomas Balfour - - - -	40	
Archibald Blair, jun. - - - -	29	
Andrew Blair - - - -	24	
Thomas Carnie - - - -	42	
Thomas Cunningham - - - -	44	
John Comb - - - -	48	
Thomas Comb - - - -	67	
George Linton - - - -	34	
John Laing - - - -	40	
Alexander Henderson - - - -	47	
James Maxwell, jun. - - - -	39	
James Maxwell, sen. - - - -	66	
James Morris - - - -	44	
Thomas McLaren - - - -	36	
William Noble - - - -	47	
Alexander Rae - - - -	46	
William Ramsay - - - -	43	
John Robertson - - - -	59	
George Sorlie - - - -	46	
Hugh Smith - - - -	51	
Andrew Stevenson - - - -	36	
David Stevenson - - - -	34	
Alexander Watson - - - -	36	
David Wilson - - - -	62	
Thomas Wilson, sen. - - - -	69	
William Young - - - -	63	
Ebenezer Bruce - - - -	48	
David Mackenzie - - - -	57	
Robert Carnie - - - -	70	From St. Abb's Head in the Frith of Forth to Alloa.
Alexander Noble - - - -	63	
Walter Paterson - - - -	36	
Thomas Paterson - - - -	42	
Joseph Wilson - - - -	71	From Red Head and St. Abb's Head to Carron Roads.
George Cromber - - - -	62	
Alexander Comb - - - -	48	
Watson Carnie - - - -	50	
Thomas Hume - - - -	43	
John Linton - - - -	63	
William Lawson - - - -	59	
James Paterson - - - -	47	
Peter Swanson - - - -	41	From Red Head and St. Abb's Head to Grangemouth.
William Morison - - - -	27	
William Ovenstone - - - -	62	

TRINITY HOUSE OF LEITH—*continued.*

NAMES OF PILOTS.	AGE.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
Robert Bryce - - - -	61	} To pilot and conduct Vessels— From Fifeness and St. Abb's Head in the Frith of Forth to Alloa.
James Ainslie - - - -	34	
John Finlay - - - -	42	
James Beaton - - - -	49	} From Inchkeith in the Frith of Forth to Alloa.
William Balderston, jun. - - - -	30	
Hugh Campbell - - - -	57	
George Carlaw - - - -	36	
David Drysdale - - - -	41	
George Donaldson - - - -	34	
John Simpson - - - -	54	
Hugh Barker - - - -	67	} From Leith Roads eastward to Inchkeith and westwards to Stirling, including all safe harbours within these limits.
John Ainslie - - - -	56	
John Gilbert - - - -	50	} From May Island to Stirling, including all safe harbours within these limits.
John M'Laren - - - -	72	
John Martin - - - -	46	} From the Red Head on the north side and St. Abb's Head on the south side of the Frith of Forth to Stirling.
Edward Rodger - - - -	50	
John Hoggin - - - -	61	} From Leith Roads to St. Abb's Head on the south side and the Red Head on the north side of the Frith of Forth and harbours.
Thomas Pride - - - -	31	
Robert Marr, jun. - - - -	52	} From the Red Head on the north and St. Abb's Head on the south of Frith of Forth to St. Margaret's Hope.
John Allan - - - -	34	
James Fairmaid - - - -	39	} From the roads of Dysart in the Frith of Forth into the harbours of Dysart and Kirkaldy and <i>vice versa</i> .
Robert Nicolson - - - -	57	
William Chisholm - - - -	46	} Into the harbours of Pettycur, Burntisland, and Aberdour.
John Wilson - - - -	50	
John Cook - - - -	41	} From the roads of Leven in the Frith of Forth into the harbour of Leven and <i>vice versa</i> .
Thomas Wilson, jun. - - - -	50	
Thomas Bain - - - -	68	} From St. Andrew's to Grangemouth.
James Wilson - - - -	61	
Robert Comb - - - -	47	} From Fifeness to the Red Head and to St. Andrews and to Dundee Roads, all creeks and inlets included.
Adam Currie - - - -	59	
Robert William Wilson - - - -	39	} In the Frith of Forth and River Tay.
Robert Metcalf - - - -	38	
John Menzies - - - -	52	} From Alloa to Frith of Forth round the north of Scotland.
Frederick Meekison - - - -	60	
David Anderson - - - -	31	} From Alloa to Stromness and St. Abb's Head.
John M'Vinish - - - -	36	
Alexander Ross - - - -	49	} In east coast of Scotland and England.
George Banks - - - -	52	
George Christie - - - -	49	} From St. Abb's Head to Carron Roads and from Shields to Stornaway.
James Hay - - - -	36	
John Wylie - - - -	41	} From Leith Roads to the Nore.
		} From Leith Roads to Orfordness.
		} From Leith Roads to Serabster north and to the Nore south.
		} From Leith Roads to the Nore and South Foreland and through Pentland Frith to Cape Wrath.
		} From Leith Roads to Shields Bar and along the coast of Scotland to Duncan's Bay Head.
		} From two miles outside of Cromarty to Dingwall.
		} From Tarbetness to Bonar Bridge in and out the Moray Frith.
		} From Stromness to Duncan's Bay Head and Orkney Islands.
		} From Ferry Port on Craig to Perth, from buoys of Tay to Grangemouth, and from Grangemouth to Shields Bar.
		} In and out of Ardrossan within two miles of the harbour.

Several of the pilots, besides their Trinity House services, hold also harbour licences under other pilotage authorities, such as the Commissioners for the Harbour and Docks of Leith.

No assistant pilots or apprentices are recognised by the Trinity House.

RATES of PILOTAGE in force within the Districts under the Jurisdiction of the Trinity House of Leith.

The Rates will be found in the Bye-laws. See pp. 105, 106.

TRINITY HOUSE OF LEITH—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.		REMARKS.
	OVERSEA.				UNPRIVILEGED.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Leith Roads to Inverkeithing or the Hope - - - - }	1	1 - -	-	- - -	-	- - -	-	- - -	1	1 - -	The pilotages for the distances herein mentioned compre- hend also interme- diate distances.
From Leith Roads to Carron Roads and upwards - - - - }	34	42 7 6	3	5 14 -	100	162 6 -	13	13 11 -	150	223 18 6	
From Island of May to Leith Roads	13	47 11 6	1	1 10 -	36	115 16 -	1	1 4 -	51	166 1 6	
Into Grangemouth Harbour - -	38	32 10 6	42	43 1 -	22	26 5 -	11	11 3 -	113	112 19 6	No rates fixed by Trinity House.
Into Wemyss Harbour - - -	421	40 - -	-	- - -	10	3 5 -	-	- - -	431	43 5 -	
Into Elie Harbour - - - -	23	12 2 9	-	- - -	-	- - -	-	- - -	23	12 2 9	
Into Bo'ness Harbour - - -	12	6 16 -	-	- - -	4	2 15 6	-	- - -	16	9 11 6	
Into Perth Harbour - - - -	1	2 - -	3	4 - -	6	8 1 -	4	6 5 -	14	20 6 -	
Into St. Andrew's Harbour - -	44	33 8 -	-	- - -	1	1 6 -	-	- - -	45	34 14 -	
Into Pittenweem Harbour - -	35	15 8 -	-	- - -	1	- 13 -	-	- - -	36	16 1 -	
TARBETNESS, BONAR BRIDGE, ORKNEY ISLANDS:											
From Sea, through Hoy Sound to anchorage in Stromness Harbour or Kerston Roads - - - }	2	4 5 -	-	- - -	-	- - -	-	- - -	2	4 5 -	No rates fixed by Trinity House.
From Tarbetness to Tain, Bonar Bridge, and the Dornoch Frith -	148	100 - -	-	- - -	-	- - -	-	- - -	148	100 - -	
Into Dingwall and the Cromarty Frith - - - - }	34	16 18 4	-	- - -	-	- - -	-	- - -	34	16 18 4	
From East Coast of England, Sheer- ness, Gravesend, &c., to Leith Roads, and north of Scotland -	1	13 - -	-	- - -	-	- - -	-	- - -	1	13 - -	
TOTAL - - -	807	367 7 7	49	54 5 -	180	320 7 6	29	32 3 -	1,065	774 3 1	

(2.)—OUTWARDS.

From Inverkeithing or the Hope to Leith Roads - - - - }	19	9 1 -	4	2 11 -	29	18 17 -	-	- - -	52	30 9 -	The pilotages for the distances herein mentioned compre- hend also interme- diate distances.
From Carron Roads and upwards to Leith Roads - - - - }	70	75 6 6	7	9 2 6	203	205 3 -	27	28 12 6	317	318 4 6	
From Leith Roads to Island of May	5	15 12 -	1	10 10 -	3	10 1 5	2	4 15 -	11	40 18 5	
From Leith Roads to Stromoway, Shetland - - - - }	1	116 8 -	1	9 - -	-	- - -	-	- - -	2	125 8 -	No rates fixed by Trinity House.
From Leith Roads to Stromness and Kirkwall - - - - }	2	4 5 -	-	- - -	-	- - -	-	- - -	2	4 5 -	
Out of Grangemouth Harbour - -	35	25 3 -	28	29 8 -	32	31 16 -	1	- 10 -	96	86 17 -	
Out of St. David's Harbour - -	13	8 9 -	-	- - -	28	7 19 6	-	- - -	41	16 8 6	
Out of Wemyss Harbour - - -	421	40 - -	-	- - -	10	3 5 -	-	- - -	431	43 5 -	
Out of Bo'ness Harbour - - -	14	17 8 -	-	- - -	-	- - -	-	- - -	-	- - -	
Out of Perth Harbour - - - -	-	- - -	-	- - -	1	1 - -	-	- - -	1	1 - -	
Out of Dingwall and the Cromarty Frith - - - - }	34	16 18 4	-	- - -	-	- - -	-	- - -	34	16 18 4	
From Leith Roads to Sheerness Downs, Gravesend, Dover, &c. -	16	189 16 4	-	- - -	-	- - -	-	- - -	16	189 16 4	
TOTAL - - -	630	518 7 2	41	60 11 6	306	278 1 11	30	33 17 6	1,003	873 10 1	

Note.—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House as the harbour pilots are not under their authority, but under that of the several harbour authorities.

No distinction is made between the different classes of British and Foreign vessels either in the rates of pilotage or in the returns of the pilots.

TRINITY HOUSE OF LEITH—*continued.*ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Trinity House of *Leith.*

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of annual payments made by holders of licences - - - -	98 7 -	By amount paid for pensions - - -	98 7 -

28 February 1857.

Tho. Robertson, Secretary.

HARBOUR AND DOCKS OF LEITH.

REGULATIONS issued by the Commissioners for the Harbour and Docks of *Leith.*

THE Commissioners for the Harbour and Docks of Leith do hereby, in virtue of the Acts 28 Geo. 3, c. 58, and 17 & 18 Vict. c. 104, enact the following regulations in regard to the piloting of vessels at the Port of Leith, and appoint the same to be strictly enforced :—

1. All pilots licensed and to be licensed for the Port and Harbour of Leith, and all others concerned, shall in every respect observe and be subject and liable to these and such other bye-laws and regulations as the Commissioners may from time to time appoint, and also the provisions of that portion of the “Merchant Shipping Act, 1854,” which relates to pilotage, in so far as incumbent on them.

2. It shall be optional to vessels belonging to the port, to regular traders coastwise, and to all vessels under 40 tons to employ a pilot. Other vessels coastwise, above 40 and under 70 tons, must take a pilot, but not necessarily a pilot-boat. All other vessels above 70 tons must take a pilot and pilot-boat both inwards and outwards.

3. No person shall pilot or take charge of any vessel as pilot, or keep a boat for that purpose, without a licence; and every person found so doing shall be prosecuted with rigour, and will be liable to be fined in 5*l.* sterling; but masters and mates of vessels will, on being found qualified, obtain licences to pilot their own vessels, which will be in force for one year, and renewable annually by endorsement thereon.

4. No person shall in future be licensed, nor after being licensed continue to act as a harbour pilot, unless he hold a Frith pilot's licence (excepting always masters or mates licensed for their own vessels only); and every person applying to be licensed as a harbour pilot must be able to read and write, and must set forth in his application his usual place of abode, his age, height, complexion, and any other circumstance or peculiarity descriptive of his person, and produce a satisfactory certificate of moral character, and a certificate from the Trinity House of Leith that he holds a Frith pilot's licence (where such is the case), and has been examined and found skilful and qualified to act as pilot for the harbour.

5. Every pilot (except a master or mate acting as licensed pilot of his own vessel), shall have a sufficient boat, which shall be painted black, or tarred outside, and shall have on the stern the name of the pilot or owner thereof, and the words “Port of Leith” painted in white letters one inch broad and three inches long, and on each bow the number of such boat, which shall be fixed by the superintendent of the harbour and docks; and all boats belonging to one pilot shall have the same name and number painted on each; and no boat shall be used for the purpose of pilotage until the same has been approved of and licensed by the said Commissioners.

6. Every boat shall have a crew of two men, or one man and two boys, besides the licensed pilot, and when afloat shall have a flag at the mast-head, or on a sprit or staff, or in some other equally conspicuous situation; and such flag shall be of large dimensions, and of two colours, the upper half white, and the lower half red.

7. Harbour pilots must always be in readiness with a boat, approved of and licensed, and manned as aforesaid, and must take charge of any vessel when required, and attend exclusively on the vessel they have charge of, and on no account whatever go to any other while so engaged, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whose vessel they are attending.

8. No harbour pilot, already licensed, shall (unless he hold a Frith pilot's licence) proceed in search of vessels, or go on board thereof with a view to harbour pilotage, at any place beyond the limits of a straight line drawn from Granton Pier to Burntisland on the west, and from Portobello to Pettycur on the east; which limits have been arranged between the Commissioners and the Trinity House of Leith; and all subsisting licences granted to harbour pilots shall be and are hereby extended thereto; and no Frith pilot shall be entitled to go on board of a vessel bound for Leith Harbour at any place beyond these limits unless required to do so for the purpose of pilotage in the Frith, at the full fees payable for that service.

9. The Frith pilot not licensed for the harbour, when approaching the harbour pilot's limits, has been directed by the Trinity House to require the vessel of which he is pilot, if bound for Leith Harbour, to display and keep flying the usual signal for a pilot; and if a harbour pilot is within hail, or is approaching and within half a mile, such Frith pilot is, by heaving to in proper time or shortening sail, or by any practicable means consistent with safety, to facilitate the harbour pilot's getting on board; if no harbour pilot appear, the said Frith pilot may continue in charge of the vessel until she reaches Leith Roads, but on no pretence is the Frith pilot not licensed for the harbour to be at liberty to bring the vessel into the harbour, extreme cases of necessity alone excepted.

10. When a vessel is bound to Leith Roads for orders, any Frith pilot is entitled to pilot her into the roads, and to stay by her as pilot, if required by the master, until the orders are obtained; but if the vessel is ordered to the harbour, the Frith pilot, if not licensed for the harbour, is immediately thereafter to cease to act as pilot.

11. Inward vessels waiting for the tide shall be so placed as to be ready to come in immediately on the proper signal being made, and the duty of the pilot and his assistants shall not be fully discharged until the vessel is moored where the harbour or dock master may direct at the tide or time she enters.

HARBOUR AND DOCKS OF LEITH—*continued.*

12. The rates of pilotage payable are those specified in the annexed Table, and the inward pilotage shall be paid by the owners, masters, consignees, or agents of the vessels piloted, to the collector of the shore dues, and to no other person, for behoof of the pilots. The master of every vessel shall sign and deliver to the pilot a certificate, stating (in words) the number of feet of water which his vessel draws, and (when a boat is employed) her tonnage, and whether she was towed by a steamer; and no pilot shall ask or take payment for inward piloting otherwise than through the Shore-dues Office.

13. When a Frith pilot not licensed for the harbour shall have piloted a vessel intended for the harbour, he is authorised to require the master of her either to pay him the amount of the pilotage, or to sign and deliver to him an order for payment. If the Frith pilot cannot conveniently go to Leith, he is entitled to require the harbour pilot to deliver the order at the Shore-dues Office, where the master or agent for the vessel may pay the money, and where the Frith pilot may thereafter receive it, subject to deduction of five per cent for collection.

14. Masters and mates licensed for their own vessels shall pay a fee of 1*l.* 1*s.* for their licence, and 10*s.* 6*d.* for every renewal thereof; other pilots shall pay a fee of 10*s.* 6*d.* for their licence; and these fees shall be applied by the Commissioners, as heretofore, to cover expenses incurred in connexion therewith.

15. All fees for harbour pilotage, shall, as heretofore, be paid over by the Shore-dues Office to the licensed pilots, subject to deduction of five per cent. to cover expense of collection, and two-and-a-half per cent. to be appropriated to the Pilots' Superannuation and Widows' Fund.

16. Pilots are required to make themselves thoroughly acquainted with the signals of the port, and the bye-laws and regulations, and also frequently to inspect the entrance of the harbour, and the harbour itself, at low-water spring tides, especially after storms or land floods; and when, through ignorance, negligence, or otherwise, they permit vessels to run aground, they will be severely punished, and held responsible for damage caused to any of the harbour works, dredging plant, or other property.

17. The superintendent, harbour master, or dock master, has power to give directions to pilots, and order them to take charge of any vessel when wanted, and also from time to time to inspect the boats and crews, and see that the pilots do their duty and observe the regulations.

18. All pilots must observe strict sobriety and civility in the discharge of their duties; and whenever a pilot shall fail to observe, or shall commit any breach of the regulations, or shall discharge his duties insufficiently, or shall use any improper language to any of the Commissioners' officers while in the discharge of their duties, the Commissioners shall punish such offender by exacting a fine, or by temporary suspension or permanent deprivation of licence; and persons having cause of complaint against the pilots are requested to communicate the same in writing to the superintendent.

RATES of Pilotage referred to in the preceding Regulations.

(INWARDS.)

	£.	s.	d.		£.	s.	d.
For a vessel drawing not more than 7 feet of water -	-	5	10	Above 10 and not above 11 feet -	-	-	13 9
Above 7 and not above 8 feet -	-	-	8 -	" 11 " 12 " -	-	-	16 -
" 8 " 9 " -	-	-	9 9	" 12 " 13 " -	-	-	19 6
" 9 " 10 " -	-	-	11 8				

And for every foot or part of a foot above 13, an additional charge of 1*s.* 6*d.*

Extra Attendance.—For each 24 hours extra attendance on board, when requested by the master, to the master-pilot 2*s.*, and to each of the boatmen 1*s.*

PILOT BOATS AND CREWS.

	£.	s.	d.		£.	s.	d.
For vessels from foreign ports, under 70 tons -	-	-	4 -	For vessels from foreign ports, exceeding 120 tons	-	-	-
Ditto from - ditto, of 70 and not exceeding	-	-	-	and not-exceeding 250 tons -	-	-	6 -
120 tons -	-	-	5 -	For vessels from foreign ports, exceeding 250 tons -	-	-	9 -

Coasting vessels of any size which require to take a pilot boat, or employ such, to be charged only 2*s.* 6*d.* for boat's and men's attendance, besides the pilotage.

(OUTWARDS.)

The rates of pilotage, &c., outwards are one-half of those inwards.

Where a vessel takes a steam-tug, either in or out, the pilotage and charges for pilot-boats and crews shall be one-third less than the rates above specified.

The inward pilotage is payable only to the collector of shore-dues for behoof of the pilots, and is in no case to be paid directly to the pilots themselves.

Leith, 6th June 1856.—The Trinity-House, until further notice, approve of and concur in the foregoing regulations, in so far as they relate to matters within their jurisdiction.

Walter Paton, Master.
Robert Sinclair.
George Morison.

The preceding regulations are enacted and declared to take effect this 8th day of September, in the year 1856.

By order of the Commissioners,

John Phin, Clerk.

HARBOUR AND DOCKS OF LEITH—*continued.*

LIST of PILOTS Licensed by the Commissioners.

NAMES.	AGES.	NAMES.	AGES.	NAMES.	AGES.
James Allison - - -	58	Daniel Hall - - -	36	James Paterson - - -	46
William Amos - - -	48	Archibald Hall - - -	30	William Paterson, No. 1 - -	52
William Bissett - - -	42	James Higgins - - -	—	Thomas Paterson - - -	42
Robert Cairnie - - -	70	George Jarvie - - -	66	William Paterson, No. 2 - -	32
James Carnie, No. 1 - -	63	Philip Jarvie - - -	35	John Pratt - - -	—
Liston Carnie, No. 1 - -	48	Alexander Linton, No. 1 - -	66	David Ramsay - - -	49
Robert Carnie, No. 1 - -	43	Alexander Linton, No. 2 - -	39	James Ramsay - - -	52
Robert Carnie, jun., No. 2 -	50	Thomas Linton, sen., No. 1 -	57	William Ramsay, No. 1 - -	44
Watson Carnie - - -	48	Robert Linton, No. 1 - -	44	Adam Rutherford - - -	50
William Carnie - - -	42	Alexander Liston - - -	51	William Rutherford - - -	48
Robert Comb - - -	46	Andrew Liston - - -	49	William Ramsay, jun., No. 2 -	34
John Cook - - -	41	John Liston, No. 1 - -	56	Martin Ramsay - - -	44
John Carnie - - -	34	John Liston, No. 2 - -	63	Alexander Rutherford - - -	36
Liston Carnie, No. 2 - -	37	Archibald Logan - - -	50	John Ramsay - - -	31
Thomas Comb - - -	36	John Linton, No. 1 - -	63	George Stewart - - -	—
Robert Carnie, No. 3 - -	34	William Linton - - -	36	Peter Swanson - - -	44
John Comb, No. 1 - -	47	John Logan - - -	54	Robert Stevenson - - -	40
William Clark - - -	41	Walter Linton - - -	32	Andrew Stevenson - - -	36
Thomas Carnie - - -	42	William Logan - - -	33	John Simpson - - -	—
Richard Corson - - -	31	John Liston, No. 3 - -	33	Hugh Smith - - -	49
John Combe, No. 2 - -	30	John Linton, No. 2 - -	34	David Stevenson - - -	34
John Cairns - - -	—	William Liddle - - -	33	George Stark - - -	42
Peter Dryburgh - - -	64	George Linton - - -	36	William Tongh, jun. - - -	60
Rutherford Durham - - -	46	Thomas Linton, No. 2 - -	30	James Thomson - - -	—
Robert Drybrough - - -	55	Henry Liddell - - -	37	William Tullock - - -	—
Charles Flucker - - -	56	Alexander Lindsay - - -	—	James Watson - - -	42
David Flucker - - -	72	John Law - - -	41	John Watson - - -	37
George Flucker, No. 1 - -	70	David Lyle - - -	37	William Watson - - -	47
George Flucker, No. 2 - -	47	Robert Linton, No. 2 - -	56	David Wilson, No. 1 - - -	60
James Flucker, No. 1 - -	53	David Main - - -	56	David Wilson, No. 2 - - -	39
James Flucker, No. 2 - -	56	Matthew Main - - -	44	John Wilson - - -	52
James Flucker, No. 3 - -	37	William Main - - -	84	Thomas Wilson, No. 1 - - -	68
Robert Flucker - - -	49	Thomas Latta Main - - -	31	Thomas Wilson, No. 2 - - -	49
Philip Flucker - - -	39	John Mills - - -	36	William Wilson - - -	36
George Flucker, No. 3 - -	41	Thomas M'Laren - - -	36	James Ward - - -	67
James Fergus - - -	—	Alexander Noble - - -	60	Andrew Wilson - - -	35
James Finlay - - -	—	Jacob Noble - - -	48	Peter Walker - - -	45
John Finley - - -	42	John Noble, No. 1 - - -	55	William Young - - -	62
James Graham - - -	36	Robert Noble - - -	37	John Young - - -	45
Boreas Lyon Hall - - -	53	Thomas Noble - - -	54	Robert Young, No. 1 - - -	49
William Hamilton - - -	64	William Noble - - -	44	Robert Young, No. 2 - - -	35
Thomas Hume - - -	40	John Noble, No. 2 - - -	34		

Limits of District.—The limits of the port and harbour of Leith extending from a point at Seafield Toll-bar, on the eastward of Leith, to Wardie Brow or Brae, to the westward of Newhaven, and half way across the Forth, 1 & 2 Vict. c. 55, s. 10. But these limits are extended for pilotage purposes by Article 8 of Regulations.—*See* p. 109.

RATES of PILOTAGE in force at the above Port.

The rates of pilotage are specified in the Bye-laws.—*See* p. 110.

TOTAL AMOUNT received for PILOTAGE of Vessels in the Year 1856.

(1.)—INWARDS.

The total amount received is 1,350*l.* 7*s.* 1*d.* The Commissioners are unable to furnish detailed particulars.

(2.)—OUTWARDS.

The pilots receive the amount paid for outward pilotage, and render no account respecting it.

HARBOUR AND DOCKS OF LEITH—continued.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of Pilots or Pilotage.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	3 6 -	By amount paid to pilots - - - -	1,249 1 5
To gross amount received for inward pilotage	1,350 7 1	By amount paid to Pilots' Widows' Fund -	32 3 6
		By amount applied to cover expense of collection - - - - -	69 2 2
		By amount applied to cover expense connected with licences - - - -	3 6 -
£.	1,353 13 1	£.	1,353 13 1

Note.—In regard generally to the returns rendered by the Commissioners for the Harbour and Docks of Leith, the Commissioners refer to the explanations given in the note at the end of page 211 of Parl. Paper, No.516, Session 1855.

7 February 1857.

John Phin, Clerk.

PORT OF MACDUFF.

BYE-LAWS in force at this Port.

— Nil. —

PILOTS.

As regards the PILOTS, the Fishermen of Macduff are the only Pilots. They number upwards of 60, and are never licensed.

RATES of PILOTAGE in force.

The Rates are the same as specified in Parl. Paper, No. 354, of 1856, p. 96.

TOTAL AMOUNT received for PILOTAGE in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		Not Towed by Steam.			
	Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Vessels piloted into the Harbour of Macduff from the sea, or from any distance, on an average of two miles - - - - -	142	£. s. d. 56 16 -	14	£. s. d. 5 19 -	27	£. s. d. 10 1 -	183	£. s. d. 72 16 -
Vessel towed into the Harbour of Macduff, from the sea, or from a distance of three-fourths of a mile	53	34 12 -	6	2 14 -	11	6 9 9	70	43 15 9
TOTAL - - -	-	91 8 -	-	8 13 -	-	16 10 9	253	116 11 9

(2.) OUTWARDS

PORT OF MACDUFF—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		Not towed by Steam.			
	Not towed by Steam.		Not towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Vessels sailed out of the Harbour } which did not require to be towed }	178	£. s. d. 62 18 6	16	£. s. d. 5 12 -	33	£. s. d. 10 7 -	227	£. s. d. 78 17 6
Vessels taken out of Harbour by } warp and kedge - - - }	9	9 15 -	5	5 - -	9	9 - -	23	23 15 -
TOTAL - - -	-	72 13 6	-	10 12 -	-	19 7 -	250	102 12 6

Remarks.—The rates of pilotage for the Harbour of Macduff are fixed by the tonnage of the vessels, and not by the distance piloted. The pilots sometimes go five or six miles for ships, but on an average it would be only about two miles.

Vessels towed require an extra boat.

TOTAL SUM received by Pilots - - - £. 219 4 3

9 May 1837.

L. Edw. Mortimer,
John Allan, } Factors for the Proprietors.

PORT OF PETERHEAD.

REGULATIONS issued by the Trustees of the Harbour of *Peterhead.*

See Parl. Paper, No. 516, Session 1855, pp. 216–218.—No subsequent alteration has been made.

NAMES and AGES of PILOTS at the above Port.

N A M E.	A G E.	N A M E.	A G E.	N A M E.	A G E.
Alexander Robertson, sen. -	65	Alexander Strachan, sen. -	37	John Geddes - - -	28
Robert Ritchie - - -	30	James Cordiner - - -	56	William Buchan, jun. - -	24
James Salmon - - -	51	George Strachan, jun. - -	29	Andrew Buchan - - -	23
James Don - - -	60	James Herd - - -	31	Alexander Robertson, jun. -	41
Alexander Leask - - -	49	George Strachan, sen. - -	62	John Robertson - - -	29
Robert Taylor - - -	28	Robert Strachan, sen. - -	69	Alexander Buchan - - -	25
Robert Milne - - -	55	Alexander Strachan, jun. -	28	Alexander Keith - - -	70
Matthew Nicol - - -	46	Robert Strachan, jun. - -	22	John Groat - - -	33
Alexander Soutter - - -	61	Andrew Milne - - -	47	George Ritchie - - -	26
Andrew Morrison - - -	26	John Leask - - -	66	William Thain - - -	52
John Watt - - -	48	Alexander Watt - - -	36	Alexander Geddes - - -	25
Charles Alexander - - -	39	Robert Slessor - - -	40	William Youll - - -	64
William Watt - - -	28	Alexander Alexander - - -	40	William Buchan, sen. - -	23
Andrew Watt - - -	51	William Alexander - - -	45	Peter Groat - - -	68
John M'Lean - - -	31	William Mackie - - -	39	Thomas Youll - - -	33

RATES of PILOTAGE in force at the above Port.

See Parl. Paper, No. 516, Session 1855, p. 219. No alteration has been made.

PORT OF PETERHEAD—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the above Port in the Year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	Coasters and Oversea.		Privileged and Unprivileged.			
	Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
Distances according to circumstances - -	679	207 5 7	42	13 - 11	721	220 6 6

(2.)—O U T W A R D S.

Distances according to circumstances - - -	679	207 5 7	42	13 - 11	721	220 6 6
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TOTAL AMOUNT received by Pilots for Inward and Outward Pilotage, 440 *l.* 13 *s.*

6 February 1857.

Anty. Boyd, Clerk.

PORT OF WICK.

REGULATIONS relating to PILOTS at the Port of *Wick*.

The Regulations are the same as printed at p. 220, of Parl. Paper, No. 516, of 1855.

NAMES and AGES of PILOTS Licensed for the above Port.

See Parl. Paper, No. 516, Session 1855, p. 221. George Fletchard and William Taylor have since ceased to act; and David Ross, aged 56, and John Shearer, aged 36, have been added to the service.

RATES of PILOTAGE now in force.

Three-pence per ton Register, New Measurement. This includes pilotage Inwards and Outwards.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.				
From a Line to Proudfoot Point to South Head of Bay of Wick	437	£. s. d. 266 13 3	100	£. s. d. 65 - -	137	£. s. d. 108 16 6	- - Nil - -	674	£. s. d. 440 9 9	

10 January 1857.

William Crow, Clerk.

I R E L A N D.

P O R T O F B A L L I N A.

BYE-LAWS issued by the River *Moy* Commissioners.

— Nil. —

NAMES and AGES of PILOTS.

N A M E.	A G E.	SERVICE FOR WHICH LICENSED.
Thomas Patterson - - - -	60	} Piloting vessels from Quay to Sea.
John Patterson - - - -	40	
William Patterson - - - -	38	
James Walsh - - - -	35	
Patrick Cowley - - - -	60	} Piloting vessels from Sea to Port of Ballina.
Martin Egan - - - -	60	
Mathew Madden - - - -	58	
Patrick Loughtmey - - - -	45	
Henry Mc'Clearey - - - -	48	

RATES of PILOTAGE in force.

2 s. per foot on coastwise vessels, and 3 s. per foot on foreign vessels.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.				
	Not towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.					
From Sea to the Port of Ballina	30	£. s. d. 22 10 -	71	£. s. d. 53 5 -	-	Nil - -	Nil -	101	£. s. d. 75 15 -

(2.)—O U T W A R D S.

From Port of Ballina to Sea -	25	18 15 -	76	38 - -	- - - -	- - - -	101 56 15 -
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TOTAL SUM received by the Pilots - - - - £. 132 10 -

12 May 1857.

John McCulloch, Secretary.

PORT OF BELFAST.

BYE-LAWS and REGULATIONS issued by the *Belfast* Harbour Commissioners.

See Parl. Paper, No. 354, Session 1856, pp. 100-103. No alteration has been made.

NAMES and AGES of PILOTS Licensed by the Harbour Commissioners.

A list of the Pilots will be found at the end of the Bye-laws, at p. 105 of Parl. Paper, No. 354, Session 1856.

Alterations in 1856:—John Carlisle, No. 3, has ceased to act. As regards the Out-pilots, John Davison, No. 6, has resigned, and Robert Davison, aged 25 years, has been licensed.

RATES of PILOTAGE in force.

The rates are the same as printed in Parl. Paper, No. 354, Session 1856, pp. 103, 104.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

	BRITISH VESSELS.								FOREIGN VESSELS.						UNPRIVILEGED.	TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.				£. s. d.	
January - -	179	72 18 -	59	30 14 7	7	7 17 -	3	3 3 3	8	7 4 -	2	2 3 3	Nil.	258	124 - 1		
February - -	176	70 10 6	128	56 9 7	1	1 2 6	6	5 1 6	2	2 4 -	11	9 15 3	-	324	145 3 4		
March - -	179	70 7 -	38	16 12 -	-	- - -	2	2 7 6	1	1 3 6	-	- - -	-	220	90 10 -		
April - -	113	43 10 -	53	23 16 4	1	- 9 -	5	4 3 6	1	1 6 -	2	2 12 6	-	175	75 17 4		
May - -	268	104 10 -	45	22 12 2	4	2 18 6	1	1 5 6	5	6 18 -	5	5 4 6	-	323	143 8 8		
June - -	117	43 17 6	75	33 2 8	2	1 6 -	10	6 13 5	1	- 7 -	8	4 12 11	-	213	89 19 6		
July - -	166	60 8 -	59	24 12 5	6	6 7 6	9	7 6 11	5	4 12 6	6	5 5 11	-	251	108 13 3		
August - -	232	84 19 -	75	29 17 -	11	7 13 -	7	6 11 6	3	2 17 6	8	8 10 8	-	336	140 8 8		
September -	182	64 13 6	43	17 6 1	2	1 7 -	4	4 18 9	6	5 5 6	9	7 10 3	-	246	101 1 1		
October - -	239	90 2 6	83	33 4 -	10	8 9 2	11	12 4 9	1	1 3 6	10	11 - 8	-	354	156 4 7		
November - -	143	55 19 3	65	26 - 8	1	- 14 -	4	2 1 6	1	1 2 6	3	3 12 9	-	222	89 10 8		
December - -	180	69 5 6	71	28 2 3	3	2 10 6	14	13 17 10	1	- 9 -	5	4 5 2	-	274	118 10 3		
Total - - -	2,179	831 - 9	794	342 9 9	48	40 14 2	76	69 15 11	35	34 13 -	69	64 13 10	-	3,201	1,383 7 5		

(2.)—OUTWARDS.

January - -	27	10 17 6	48	28 7 6	-	- - -	-	- - -	-	- - -	1	- 5 3	Nil.	76	39 10 3
February - -	51	19 6 6	44	25 11 9	3	2 4 -	1	1 16 -	-	- - -	-	- - -	-	99	48 18 3
March - -	11	3 4 -	20	12 7 9	-	- - -	-	- - -	-	- - -	1	- 7 6	-	32	15 19 3
April - -	14	4 10 -	27	15 15 6	-	- - -	-	- - -	-	- - -	2	2 2 3	-	43	22 7 9
May - -	13	3 19 6	31	17 7 9	-	- - -	-	- - -	-	- - -	1	1 5 6	-	45	22 12 9
June - -	14	5 4 6	28	16 19 6	-	- - -	-	- - -	1	- 18 -	1	- 14 3	-	44	23 16 3
July - -	36	11 18 6	17	8 18 6	2	2 - -	-	- - -	3	2 13 -	-	- - -	-	58	25 10 -
August - -	24	9 2 6	23	12 16 9	1	- 19 -	-	- - -	2	1 4 6	1	- 14 3	-	51	24 17 -
September -	23	8 8 6	16	8 16 3	1	- 14 -	2	1 18 9	1	- 18 -	1	- 17 9	-	44	21 13 3
October - -	44	14 16 6	20	11 15 9	1	- 14 -	1	1 4 6	2	1 5 6	2	1 17 3	-	70	31 13 6
November -	43	14 2 6	26	14 - 8	-	- - -	-	- - -	1	- 9 -	-	- - -	-	70	28 12 2
December -	52	20 4 6	22	12 12 3	-	- - -	2	2 3 6	-	- - -	1	- 6 9	-	77	35 7 -
Total - -	352	125 15 -	322	185 9 11	8	6 11 -	6	7 2 9	10	7 8 -	11	8 10 9	-	709	340 17 5

ACCOUNT

PORT OF BELFAST—*continued.*ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the *Belfast Harbour Commissioners.*

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To Amount of Fees received from applicants for licences and certificates - - -	35 14 -	By amount paid for or in respect of pilot boats, buoys, &c., including wages of masters, mates, and boatmen - - -	904 7 11
To gross amount received for inward pilotage	1,383 7 5	By amount paid for pensions or super-annuations - - - - -	28 - -
To gross amount received for outward pilotage	340 17 5	By pilots' wages - - - - -	1,724 4 10
* To amount received from other sources, including 20 <i>l.</i> of their wages contributed by pilots - - - - -	344 17 -		
To balance - - - - -	551 16 11		
	£. 2,656 12 9		£. 2,656 12 9

* For an explanation regarding this item, see Note to Return No. 6, in Parl. Paper, No. 516, Session 1855, p. 230.

28 January 1857.

Edmund Getty,
Secretary.

PORT OF COLERAINE.

BYE-LAWS issued by the *Portrush Harbour Company.*

The Bye-laws are the same as printed in Parl. Paper, No. 516, Session 1855, pp. 230, 231.

NAMES and AGES of PILOTS for the above Port.

The Pilots are the same as printed at p. 232, of Parl. Paper, No. 516, Session 1855.

RATES of PILOTAGE in force.

The Rates are the same as printed at p. 232, of Parl. Paper, No. 516, Session 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
COASTERS.				OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.					
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.
147	£. s. d. 55 6 4	212	£. d. 105 5 -	7	£. s. d. 11 4 4	1	£. s. d. - 18 10	- - Nil. - -		367	£. s. d. 172 14 6

(2.)—OUTWARDS.

147	27 13 2	212	52 12 6	7	5 12 2	1	- 9 5	- - Nil. - -	367	86 7 3
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TOTAL AMOUNT received by Pilots, 259*l.* 1*s.* 9*d.*, less 12*l.* 14*s.* 6*d.* commission for collecting.

16 April 1857.

Gwin & Co., Receivers.

PORT OF CORK.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners of *Cork*.

See Parl. Paper, No. 354, Session 1856, pp. 108, 109. No subsequent alteration has been made.

NAMES of PILOTS—AMOUNT received for PILOTAGE.

No return can be given of the particulars under the above headings.

The Harbour Commissioners grant a licence (after an examination by the Harbour-Master), to men who are properly recommended by magistrates and other gentlemen who reside in the neighbourhood where Pilots are required.

The Pilots themselves receive the amount paid by masters of vessels for Pilotage, and do not render any account to the Harbour Commissioners of the money so received.

30 January 1857.

Jos. F. Spearing, Secretary.

PORT OF DROGHEDA.

BYE-LAWS issued by the Harbour Commissioners of *Drogheda*.

The Bye-laws are the same as printed in Parl. Paper, No. 516, Session 1855, pp. 236, 237.

NAMES and AGES of PILOTS Licensed by the Harbour Commissioners.

—	NAMES.	Age.	Service for which Licensed, or Authorised to Act.	—	NAMES.	Age.	Service for which Licensed, or Authorised to Act.
	FIRST CLASS:				FIRST CLASS—cont ^d .		
1	Thomas Boylan -	25	Piloting all vessels within the limits of the Port and Harbour of Drogheda.	34	Thomas Owens -	34	Piloting all vessels within the limits of the Port and Harbour of Drogheda.
2	John Boylan -	60		35	Christopher Boylan -	32	
3	Mathew Owens -	52		36	John Owens -	29	
4	James Boylan -	58		37	John Owens -	27	
5	Peter Fitzpatrick -	64		38	John Boylan -	30	
6	Peter Owens -	50		39	Richard Owens -	34	
7	James Beggs -	57					
8	John Reynolds -	53					
9	William Maguirk -	42					
10	Mathew Owens -	40					
11	James Owens -	44					
12	Nicholas Boylan -	54					
13	Thomas Maguirk -	59					
14	Bartholomew M'Guirk -	42					
15	Patrick Freeman -	30					
16	Patrick Owens -	35					
17	Thomas M'Guirk -	37					
18	Thomas M'Guirk -	45					
19	Edward Sheridan -	46					
20	John Owens -	54					
21	Patrick Owens -	52					
22	Patrick Owens -	67					
23	Thomas Boylan -	30					
24	Patrick Boylan -	29					
25	Henry Garvey -	50					
26	Peter Sheridan -	49					
27	Thomas Owens -	48					
28	Thomas Boylan -	37					
29	Patrick Owens -	46					
30	Patrick Owens -	32					
31	John Brodigan -	57					
32	John Garvey -	36					
33	James Rourke -	37					
					SECOND CLASS:		
				1	John Freeman -	28	Same as above, "all vessels not exceeding 80 tons register."
				2	Michael Smith -	37	
				3	Patrick M'Guirk -	62	
				4	Patrick Owens -	61	
				5	Thomas Boylan -	30	
				6	James Smith -	52	
				7	Nicholas Owens -	52	
				8	Thomas King -	57	
				9	John Smith -	31	
				10	Peter King -	34	
				11	James Smith -	37	
				12	Michael Smith -	64	
				13	John Owens -	64	
				14	Thomas Boylan -	44	
				15	Nicholas Boylan -	22	
				16	Thomas Owens -	23	
				17	Richard Boylan -	22	
				18	James Freeman -	22	
				19	John M'Guirk -	23	
				20	Peter Owens -	43	
				21	Mathew Owens -	48	
				22	Richard M'Guirk -	21	
				23	John Owens -	24	

PORT OF DROGHEDA—*continued.*RATES of PILOTAGE in force at the Port of *Drogheda.*

See Parl. Paper, No. 516, Session 1855, p. 238. Those rates are still in force.

TOTAL AMOUNT Received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.								TOTALS.												
	COASTERS.				PRIVILEGED.				UNPRIVILEGED.																
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.													
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.									
From the Bay to the Quay of } Drogheda - - - - }	296	41	10	7	273	280	6	5½	-	-	-	-	2	4	3	7	-	-	NIL.	-	-	271	326	-	7½

(2.)—OUTWARDS.

From the Quay to over the Bar	351	32 9 4	218	289 7 8½	1	2 10 -	1	2 2 -	-	-	271	326 9 - ½
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ACCOUNT of MONIES Received by the Harbour Commissioners in respect of Pilots or Pilotage.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received for inward pilotage -	321 17 - ½	By amount paid for commission of secretary, being 2½ per cent. - - - - -	16 6 4
" " outward pilotage -	321 17 - ½	By amount pilotage paid (including 74 l. - s. 2 d. paid for towage) - - - - -	636 3 4
To amount received from two foreign vessels -	8 15 7		
	£. 652 9 8		£. 652 9 8

27 January 1857.

John M'Namara, Secretary.

PORT OF DUBLIN.

ORDERS issued by the Port of *Dublin* Corporation.

See Parl. Paper, No. 516, Session 1855, pp. 239, 240. No subsequent alteration has been made.

NAMES and AGES of PILOTS Licensed by the Port of *Dublin* Corporation.

See Parl. Paper, No. 354, Session 1856, p. 110, and the previous Parl. Paper there referred to. In 1856 Michael Mahalm died, and George Kelly was dismissed. Patrick Byrne, 22, and Christopher Gallant, 24, were licensed in their place.

Number of Pilots	-	-	-	-	-	-	-	-	35
Apprentices, Boatkeepers, &c.	-	-	-	-	-	-	-	-	9

RATES of PILOTAGE in force at the above Port.

The rates are the same as printed in Parl. Paper, No. 354, Sess. 1856, p. 111.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the above Port, in the Year 1856.

(1).—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Outside banks to Pigeon House or Quays	1,789	2,121 17 -	-	- - -	-	- - -	-	- - -	1,789	2,121 17 -
From Inside banks to - - ditto -	597	414 19 -	-	- - -	-	- - -	-	- - -	597	414 19 -
From Bay of Dublin to - - ditto -	535	351 8 6	-	- - -	-	- - -	-	- - -	535	351 8 6
From Outside banks to - Quays or Docks -	-	- - -	133	341 6 5	-	- - -	-	- - -	133	341 6 5
From Inside banks to - - ditto -	-	- - -	54	85 7 3	-	- - -	-	- - -	54	85 7 3
From Bay of Dublin to - - ditto -	-	- - -	34	46 16 -	-	- - -	-	- - -	34	46 16 -
From Outside banks to - - ditto -	-	- - -	-	- - -	71	177 4 8	-	- - -	71	177 4 8
From Inside banks to - - ditto -	-	- - -	-	- - -	14	25 17 6	-	- - -	14	25 17 6
From Bay of Dublin to - - ditto -	-	- - -	-	- - -	6	8 18 3	-	- - -	6	8 18 3
From Bay of Dublin to - - ditto -	-	- - -	-	- - -	-	- - -	1	1 16 -	1	1 16 -
From Outside banks into - Kingstown -	135	169 13 11	-	- - -	-	- - -	-	- - -	135	169 13 11
From Inside banks into - - ditto -	45	21 15 3	-	- - -	-	- - -	-	- - -	45	21 15 3
From Outside banks into - - ditto -	-	- - -	36	69 2 -	-	- - -	-	- - -	36	69 2 -
From Outside banks into - - ditto -	-	- - -	-	- - -	4	10 14 -	-	- - -	4	10 14 -
From - ditto - Coaster - - -	-	- - -	-	- - -	1	2 - -	-	- - -	1	2 - -
TOTAL - - -	3,101	3,079 13 8	257	542 11 8	96	224 14 5	1	1 16 -	3,455	3,848 15 9 (Irish.)
										3,552 14 6 (British.)

(2).—O U T W A R D S.

From Dublin Quays and Docks to Poolbeg	898*	366 13 6	-	- - -	-	- - -	-	- - -	898*	366 13 6 (Irish.)
Lighthouse - - - - -										338 9 4½ (British.)

* Remarks.—300 of these vessels were steamers, or were towed by steam-tugs; the remainder sailed. The charge is 1*s.* per foot, and there is no difference made between sailing vessels and steamers, the charge and responsibility being greater in a long loaded steamer than in a sailing vessel, invariably in ballast, drawing much less water.

PORT OF DUBLIN—continued.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by the Port of Dublin Corporation.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for inward pilotage	3,552	14	6	Expenditure beyond receipts, 1855	-	-	441 16 5
To gross amount received for outward pilotage	338	9	4	By amount paid to officers	-	-	115 9 -
Commuted pilotage from steamers	-	-	35 16 8	By amount paid for or in respect of pilot boats	-	-	434 10 6
Difference on foreign vessels privileged as British, inwards	-	-	168 15 1	By amount paid for pensions or superannuations	-	-	149 1 6
Ditto - ditto - outwards	-	-	19 2 1	By gross amount of inward pilotage	£.	s.	d.
To balance	-	-	264 14 0	-	-	-	3,552 14 6
				Deduction for masters' and mates' salaries	-	-	120 - -
					3,432	14	6
				Deduction of one-fifth for the expense of maintaining the efficiency of four pilot cutters	686	10	11
							2,746 3 7
				By amount of outward pilotage paid to river pilots, free of any deduction	-	-	338 9 4
				By amount paid sea pilots, for difference on foreigners privileged	£.	s.	d.
				-	-	-	168 15 1
				Deduction of one-fifth for cutters	-	-	33 15 1
							135 - -
				Paid river pilots ditto on foreigners	-	-	19 2 1
£.	4,379	12	5	£.	4,379	12	5

21 January 1857.

Wm. Hutchison, Pilot Master.

PORT OF DUNDALK.

BYE-LAWS issued by the Dundalk Harbour Commissioners.

The Bye-laws remain as printed in Parl. Paper, No. 354 of 1856, p. 112.

NAMES and AGES of PILOTS licensed by the above Harbour Commissioners.

The following alterations have taken place in the List of Pilots printed at p. 112, of Parl. Paper, No. 354, of 1856. Thomas Connell has ceased to act; and—

Patrick Quanon	-	-	-	aged 48	} have been newly appointed.
Patrick M'Donald	-	-	-	" 60	
James Moran	-	-	-	" 45	
Patrick Finnigan	-	-	-	" 40	
Thomas Byrne	-	-	-	" 49	
Thomas White	-	-	-	" 51	
Edward Finnigan	-	-	-	" 61	

Number of Pilots - - - 21.

RATES of PILOTAGE in force at the above Port.

In addition to the Rates printed at page 244 of Parl. Paper, No. 516 of 1855, the following Charges are levied on Vessels in ballast:

				Per Registered Tonnage.							Per Registered Tonnage.					
				£.	s.	d.					£.	s.	d.			
Vessels of 30 tons and under 60 tons				-	-	5	-	Vessels of 160 tons, and under 170 tons				-	1	2	-	
"	60	"	80	"	-	7	6	"	170	"	180	"	-	1	3	-
"	80	"	100	"	-	10	-	"	180	"	190	"	-	1	4	-
"	100	"	120	"	-	12	6	"	190	"	200	"	-	1	5	-
"	120	"	130	"	-	16	8	"	200	"	250	"	-	1	6	-
"	130	"	140	"	-	17	6	"	250	"	300	"	-	1	7	-
"	140	"	150	"	-	19	-	"	300	"	and upwards	-	-	1	10	-
"	150	"	160	"	-	1	1	-								

PORT OF DUNDALK—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount			
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Outside Bar to Quay -	666	205 18 3	15	11 3 3	21	45 16 3	9	16 6 3	- - Nil. - -	711	279 4 -

(2.)—OUTWARDS.

From Quay to Outside Bar -	650	136 6 9	25	17 11 3	30	37 11 -	-	-	- - Nil. - -	705	191 9 -
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TOTAL Pilotage Receipts, 470 l. 13 s.; Amount paid to Pilots, 420 l. 2 s. 7 d. The balance forms part of the Harbour Funds.
25 April 1857. Thomas James Pooles, Secretary.

PORT OF GALWAY.

BYE-LAWS issued by the Harbour Commissioners of *Galway*.
The Bye-laws remain as printed at p. 246 of Parl. Paper, No. 516 of 1855.

NAMES and AGES of PILOTS for the above Port.
The Pilots are the same as printed at p. 247 of Parl. Paper, No. 516 of 1855

RATES of PILOTAGE in Force.
The Rates are the same as stated at p. 246 of Parl. Paper, No. 516 of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the above Port in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.*				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.				
	£. s. d.	£. s. d.	£. s. d.							
From Roadstead to Floating Dock	92	35 15 -	14	7 16 3	10	8 19 6	- - - Nil. - - -	116†	52 10 9	
					†22 of the above vessels took pilots from Arran Islands, and } Black Head inwards to Roadstead ; amount paid by them }					46 7 6
										£. 98 18 3

(2.)—OUTWARDS.

From Floating Dock to Roadstead	92	35 15 -	14	7 16 3	10	8 19 6	- - - Nil. - - -	116†	52 10 9	
					†10 of the above vessels took pilots from Roadstead to Black Head and Arran Islands, outwards; amount paid by them - - - - -					31 - -
										£. 83 10 9

* All vessels pay the same rates of pilotage.
Received by pilots, 182 l. 9 s., minus 9 l. 2 s. 5 d. paid as collector's fees.
22 January 1857. Anthony Skerrett, Harbour Collector.

PORT OF LIMERICK.

REGULATIONS issued by the Harbour Commissioners of *Limerick*.

See Parl. Paper, No. 516, of Session 1855, pp. 248, 249. No subsequent alteration has been made.

NAMES and AGES of PILOTS Licensed by the Harbour Commissioners.

Morgan Fitzmaurice, 22, and James Downey, 28, have been added to the List of Pilots acting in 1855. See Parl. Paper, No. 354, Session 1856, p. 115.

RATES of PILOTAGE in force at the Port of *Limerick*.

See Parl. Paper, No. 516, Session 1855, p. 250.

AMOUNT received for PILOTAGE.

No Return can be furnished by the Harbour Commissioners: the Pilots receive payment for individual services, and render no account of the sums so received.

9 February 1857.

John Roche, Secretary.

PORT OF LONDONDERRY.

BYE-LAWS issued by the Commissioners of the Port of *Londonderry*.

See Parl. Paper, No. 516, Session 1855, p. 251-254. No subsequent alteration has been made.

NAMES and AGES of PILOTS and APPRENTICES Licensed by the Harbour Commissioners.

The Pilots remain as stated at p. 255, Parl. Paper, No. 516, of Session 1855, with one exception: Charles McLaughlin has since ceased to be a Pilot.

RATES of PILOTAGE in force at the Port of *Londonderry*.

The same Rates are now in force as existed in the year 1855. See Parl. Paper, No. 516, of Session 1855, pp. 256, 257.

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Londonderry* in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.										FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.					
	Not Towed by Steam, including Steamers.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	No.	Amount.						
From Sea, Greencastle, or Moville to Londonderry	1,067	652 2 1	21	26 6 3	23	59 14 1	36	85 15 1	21	53 17 3	23	46 19 9	Nil -	1,191	924 14 6			
From Sea, Greencastle, or Londonderry to Moville	7	4 15 4	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	Nil -	7	4 15 4			
TOTAL - - -	1,074	656 17 5	21	26 6 3	23	59 14 1	36	85 15 1	21	53 17 3	23	46 19 9	- -	1,198	929 9 10			

(2.)—OUTWARDS.

From Londonderry to Sea	1,086	368 15 5	1	- 7 -	37	39 17 11	23	31 1 4	39	39 19 10	2	3 15 8	Nil -	1,188	483 17 2
From Moville to Sea -	6	2 19 5	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	Nil -	6	2 19 5
TOTAL - - -	1,092	371 14 10	1	- 7 -	37	39 17 11	23	31 1 4	39	39 19 10	2	3 15 8	- -	1,194	486 16 7

PORT OF LONDONDERRY—continued.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the Harbour Commissioners.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licences and certificates - - - -	10 12 6	By amount paid for salaries of officers -	70 16 2
To amount received as contribution to Superannuation or Widows' Fund - - - -	38 13 11	By amount paid for pensions and superannuations - - - - -	38 13 11
To amount received for fines and forfeitures -	3 2 6	By fines paid to the Londonderry Port and Harbour Commissioners - - - -	3 2 6
To gross amount received for inward pilotage	929 9 10	By amount of inward pilotage paid to pilots	883 - 5
To gross amount received for outward pilotage - - - - -	486 16 7	By amount of outward pilotage paid to ditto	462 9 10
		By Londonderry Port and Harbour Commissioners' fees for licences and certificates -	10 12 6
£.	1,468 15 4	£.	1,468 15 4

19 February 1857.

A. H. Stewart,
Secretary to the Londonderry Port and Harbour Commissioners.

PORT OF NEW ROSS.

REGULATIONS issued by the Commissioners of the Port and Harbour of *New Ross*.
See Parl. Paper, No. 516, Session 1855, p. 259. No alteration has been made.

NAMES and AGES of PILOTS Licensed for the above Port.
The Pilots remain the same as stated in Parl. Paper, No. 516, of Session 1855, p. 260.

RATES of PILOTAGE in force at the above Port.
The Rates are the same as printed in Parl. Paper, No. 516, of 1855, p. 260.

TOTAL AMOUNT received for PILOTAGE of Vessels in the Year 1856.

DISTANCES.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.				£. s. d.
From Checkpoint to New Ross -	304	231 15 -	16	67 15 3	12	48 3 9	- - Nil. - -	332	347 14 -	

Note.—One uniform rate is charged for Inward and Outward pilotage.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES in respect of Pilots or Pilotage.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for pilotage - -	347 14 -	By amount paid for salaries of officers -	64 - -
		By amount paid for rent of offices, &c. -	15 5 -
		By amount paid for or in respect of pilot boats, buoys, &c. - - - -	1 15 7
		By pilots - - - - -	226 7 -
		By rate collector's per-centage - - -	8 18 8
		By treasurer's per-centage - - -	7 3 6
		By balance carried to next Account -	24 4 3
£.	347 14 -	£.	347 14 -

29 January 1856.

P. Neville, Clerk.

PORT OF NEWRY.

BYE-LAWS in force at the above Port.

— Nil. —

NAMES of PILOTS Licensed by the *Newry* Navigation Company.

The Pilots remain as stated at p. 262 of Parl. Paper, No. 516, of 1855, with one exception: John Maginnis, No. 8, has since died.

RATES of PILOTAGE in force.

The Rates are the same as stated at p. 263 of Parl. Paper, No. 516 of 1855.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

No particulars can be furnished by the Company. The Pilots receive the amounts paid for Pilotage. They are scattered over a large tract of coast, and it is not, therefore, practicable to keep any correct account.

PORT OF SLIGO.

REGULATIONS issued by the Commissioners of the Port of *Sligo*.

No alteration has been made in the Regulations printed at p. 264 of Parl. Paper, No. 516 of 1855.

NAMES and AGES of PILOTS Licensed for the above Port.

NAME.	AGE.	—	NAME.	AGE.	—
Redmond Bruen (Master Pilot)	59		RIVER PILOTS— <i>cont^d</i> .		
RIVER PILOTS:			John Feeney (at sea) -	25	} Licensed for two years.
Martin Burns - - -	57	} Licensed for two years.	Michael Conway, jun. -	22	
Michael Conway - - -	56		Michael Burns - - -	27	
Michael Gillan - - -	44		SEA PILOTS:		
Francis Feeney - - -	52		Wm. Gillan - - -	20	} Licensed for two years.
Pat Gillan - - -	44		Pat Carway - - -	74	
Pat Bruen - - -	44		Jas. Carway - - -	59	
John M'Gowan - - -	43		John M'Laughlin - - -	57	
John Bruen - - -	35		Fras. Heraghty - - -	48	
Pat Kilgallen - - -	33		Jas. Carway, jun. - - -	31	
Andrew Kilgallen - - -	31		Pat Carway, jun. - - -	25	
John Bruen, jun. - - -	26		Bartly Hart - - -	36	

RATES of PILOTAGE in force at the above Port.

The Rates are the same as printed at p. 265 of Parl. Paper, No. 516, of 1855.

PORT OF SLIGO—continued.

TOTAL AMOUNT received for PILOTAGE of VESSELS the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS. (No distinction made between British and Foreign.)	TOTALS.	
	COASTERS.		OVERSEA.			No.	Amount.
	No.	Amount.	No.	Amount.			
1st Station:		£. s. d.		£. s. d.		£. s. d.	
From Wheaten Rock to Bankgar -	224	137 3 - $\frac{1}{2}$	6	5 18 3	- - nil. - -	230 143 1 3 $\frac{1}{2}$	
2d Station:							
From Bankgar to Quays - - -	-	133 13 7 $\frac{1}{2}$	-	5 11 3	- - - -	- 139 4 10 $\frac{1}{2}$	
Total - - -	224	370 16 8	6	11 9 6		230 282 6 2	

VESSELS CHANGING at Bank Gar.

	No. of Vessels.	AMOUNT.		
		For Pilotage below.	For Pilotage above.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Amount paid by Vessels which have to take or pay for two or more pilots - -	230	143 1 3 ½	139 4 10 ½	282 6 2
N.B.—Change of pilots takes place at Bank Gar.				

(2.)—OUTWARDS.

From Quays to Sea - - - -	225	228 14 3	3	2 19 -	- - - -	228	231 13 3
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ACCOUNT showing the RECEIPT and EXPENDITURE of MONIES received in respect of Pilotage.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward pilotage - - -	282 6 2	By amount paid to officers - - - - -	17 4 5
" outward pilotage - - -	231 13 3	By amount paid for pensions or superannuations, as follows:	
		By one year's pension to Martin Carty, super-annuated sea pilot - - - - -	10 - -
		By ditto to Honor O'Hara, sea pilot's widow - - - - -	8 - -
		By ditto to Michael M'Gowan and Andrew Kilgallen, two superannuated river pilots, at 10 £. - - - - -	20 - -
		By ditto to six river pilots' widows, at 5 £. each per year - - - - -	30 - -
			68 - -
		By balance paid to sea and river pilots - - - - -	445 19 5
		Note.—All charges for pilot, boats, buoys, &c., are paid out of the harbour funds.	
	£. 513 19 5		£. 513 19 5

17 January 1857.

Geo. Mostyn, Secretary.

PORT OF TRALEE.

BYE-LAWS issued by the Public Works Loan Commissioners, the Mortgagees of the Port of *Tralee*.

The Bye-laws will be found in Parl. Paper, No. 516, Session 1855, p. 267. No subsequent alteration has been made.

NAMES and AGES of PILOTS Licensed by the Public Works Loan Commissioners.

The Pilots' Names will be found in Parl. Paper, No. 516, Session 1855, p. 267.

RATES of PILOTAGE in force at the Port of *Tralee*.

See Parl. Paper, No. 516, Session 1855, p. 268.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	- COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From outside the Harbour to the anchorage at the Samphire Island and to the canal or basin	55	£. s. d. 46 15 3	9	£. s. d. 15 17 6	4	£. s. d. 7 1 -	-	- Nil. - -	68	£. s. d. 69 13 3

(2.)—OUTWARDS.

From the basin, canal, or anchorage at the Samphire Island to outside the harbour - - - - -	56	38 11 9	7	42 3 6	1	3 - -	-	- - - -	64	83 15 3
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The above particulars are taken from the Pilots' returns, the pilotage being paid to them by the masters or owners of vessels, and not through the Harbour Office. There are no steam-tugs employed in this harbour, which injures the trade of this port very much.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of Pilots or Pilotage.

Dr.	£. s. d.	Cr.	£. s. d.
To amount of fees received from applicants for licences - - - - -	1 15 -	By gross amount paid by masters or owners of vessels to pilots for inward and outward pilotage - - - - -	153 8 6
To gross amount received by the pilots for inward pilotage - - - - -	69 13 3	By balance carried to next Account - - -	1 15 -
Ditto outward pilotage - - - - -	83 15 3		
£.	155 3 6	£.	155 3 6

22 January 1857.

Robert D. Fitzgerald, Secretary.

PORT OF WATERFORD.

BYE-LAWS issued by the *Waterford* Harbour Commissioners.

See Parl. Paper, No. 516, Session 1855, p. 269. There has been no subsequent change or addition.

NAMES and AGES of PILOTS and ASSISTANTS Licensed for *Waterford* Harbour.

The Pilots remain the same as those stated to be acting in 1855. *See* Parl. Paper, No. 354, Session 1856, p. 121.

Pilot Assistants (added to the Service in 1856):

Isaac Ryan, 17.		Patrick Rogers, 18.
Number of Pilots - - - - -		31
Assistants - - - - -		2

RATES of PILOTAGE in force at the Port of *Waterford*.

See Parl. Paper, No. 516, Session 1855, pp. 269, 270. There has been no subsequent alteration.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

(1.)—INWARDS.

DISTANCES.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.		
	COASTERS.		OVERSEA.						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Saltees eastward, or	To Passage -	- - -	23	41 11 -	5	6 16 6	28	48 7 6	
Great Newtown Head	To Cheekpoint	- - -	8	16 6 -	11	23 7 4	19	39 13 4	
westward - - -	To Waterford	- - -	44	125 7 5	37	79 18 11	81	205 6 4	
From Bagenbun eastward, or	To Passage -	- - -	11	17 18 10	- - -	- - -	11	17 18 10	
Foliskirt westward - -	To Cheekpoint	- - -	4	7 9 2	3	4 6 6	7	11 15 8	
	To Waterford	- - -	14	34 7 3	15	36 17 1	29	71 4 4	
From Hook Tower (Harbour's	To Passage -	151	105 6 2	23	29 8 8	7	8 9 10	181	143 4 8
Mouth) - - -	To Cheekpoint	180	143 18 2	6	7 12 6	- - -	- - -	186	151 10 8
	To Waterford	1,197	1,704 1 2	14	28 16 3	5	10 12 7	1,216	1,743 10 -
From Passage to Waterford - - -	- - -	28	19 7 1	1	- 14 2	- - -	- - -	29	20 1 3
From Cheekpoint to Waterford - - -	- - -	1	- 9 9	- - -	- - -	- - -	- - -	1	- 9 9
TOTALS - - - £.		1,557	1,973 2 4	148	309 11 3	83	170 8 9	1,788	2,453 2 4

(2.)—OUTWARDS.

From Waterford to Passage - - - - -	1,244	761 16 1	5	4 13 -	2	1 10 1	1,251	767 19 2
From Waterford to Hook Tower - - - - -	45	49 4 2	28	39 17 3	59	61 3 8	152	150 5 1
From Passage to Hook Tower - - - - -	8	4 - -	41	37 15 7	21	12 7 4	70	54 2 11
TOTALS - - - - £.	1,297	815 - 3	74	82 5 10	82	75 1 1	1,453	972 7 2

Note.—Foreign and British Vessels pay alike, and Vessels towed by steam pay the same as those not towed.

PORT OF WESTPORT—*continued.*

TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the above Port in the Year 1856.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	BRITISH VESSELS.				FOREIGN VESSELS.				T O T A L S.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.			No.	Amount.
From any place within the Har- bour of Westport to the Light- house of Innisgort - - }	113	125 1 6	6	15 17 3	3	3 18 9	- - Nil - -		122	144 17 6

(2.)—OUTWARDS.

From any place within the Har- bour of Westport to the Light- house of Innisgort - - }	113	125 1 6	6	15 17 3	3	3 18 9	- - Nil - -		122	144 17 6
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ACCOUNT of MONIES received by the above Harbour Commissioners.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received for fines and forfeitures -	13 - -	By amount paid to pilots - - - - -	275 15 3
To gross amount received for inward pilotage	144 17 6	By 10 per cent. deducted from the gross amount of pilotage received and carried to credit of Harbour Commissioners - -	14 9 9
" " outward pilotage	144 17 6	By fines inflicted on pilots, carried to credit of Commissioners - - - - -	13 - -
£.	302 15 -	£.	302 15 -

17 January 1857.

Peter O'Malley, Secretary.

PORT OF WEXFORD.

BYE-LAWS and ORDERS issued by the HARBOUR COMMISSIONERS of *Wexford*.*See* Parl. Paper, No. 516, Session 1855, p. 274.NAMES and AGES of PILOTS and APPRENTICES Licensed for the Port of *Wexford*.*See* Parl. Paper, No. 516, Session 1855, p. 274. The following alterations have taken place :

James Breen and William North, Sea Pilots, have been removed to the Harbour Station ; and Edward Murphy and Joseph Phillips, both aged 35, have been appointed Sea Pilots.

Apprentice :—Patrick Delaney, Boy.

PORT OF WEXFORD—continued.

RATES of PILOTAGE in force at the Port of *Wexford*.

See Parl. Paper, No. 516, Session 1855, p. 275. No alteration has been made.

TOTAL AMOUNT received for PILOTAGE of VESSELS in the Year 1856.

The Amount is debited in the Account below; viz. £. 926. 15. 2.

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received by the *Wexford* Harbour Commissioners.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for pilotage of 718 British Vessels, 55,297 aggregate tonnage - - - - -	926 15 2	By amount paid to 10 first-class pilots, 5 second-class pilots (or harbour pilots), and 1 boy - - - - -	798 5 3
(The Pilotage is collected under one heading, and is not particularised).		By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	71 1 5
To amount received from other sources : salvage - - - - -	173 4 3	By amount paid for pensions or superannua- tions - - - - -	12 - -
		By amount paid to pilots for their proportion of salvage money - - - - -	158 16 11
		By balance to the credit of last account -	59 4 3
		By balance carried to next account -	- 11 7
£.	1,099 19 5	£.	1,099 19 5

19 February 1837.

John Richards, Secretary.

PILOTAGE.

ABSTRACT

OF

R E T U R N S

RELATING TO

PILOTS AND PILOTAGE,

IN THE

UNITED KINGDOM.

In continuation of Parliamentary Paper, No. 354, Sess. 1856.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
8 May 1857.*

[Price 1s. 6d.]

5—Sess. 2.

Under 16 oz.

SEAMEN'S MONEY ORDERS.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1857;—for,

A RETURN “ of the Number and Amount of MONEY ORDERS Issued and Paid at each SHIPPING OFFICE,
from the Commencement of the System, in May 1855, to the 31st day of December 1856.”

P O R T.	From May to December 1855.				From January to December 1856.			
	ISSUED.		PAID.		ISSUED.		PAID.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
LOCAL MARINE BOARDS :		£. s. d.		£. s. d.		£. s. d.		£. s. d.
ENGLAND :								
Bristol - - -	125	1,853 8 1	66	1,313 9 6	303	3,838 18 2	214	2,636 4 6
Hull - - -	54	603 7 5	251	2,253 3 8	266	2,688 14 9	766	4,945 10 8
Liverpool - -	456	9,410 6 3	574	13,149 18 11	1,136	17,652 1 -	1,351	21,510 15 4
London, Minories -	343	4,474 2 7	250	4,685 5 1	882	10,091 12 9	952	11,706 2 7
„ Limehouse -	139	2,525 12 5	4	53 - -	235	3,520 4 2	-	-
„ Poplar -	227	6,042 4 5	-	- - -	449	10,179 19 8	6	56 1 3
„ Well-street -	1,103	31,548 11 -	6	110 - -	1,874	35,706 11 9	14	189 10 -
Newcastle - -	48	282 4 4	33	451 9 5	281	1,164 15 6	103	1,549 17 10
North Shields -	139	728 13 3	92	1,084 9 6	417	2,670 5 -	288	3,787 8 9
Plymouth - -	48	943 9 -	50	615 16 8	93	933 8 9	225	1,987 3 6
South Shields -	174	1,031 10 2	153	1,459 9 5	589	2,795 11 4	476	4,692 1 6
Sunderland - -	171	1,278 9 3	178	2,528 2 10	733	3,176 7 11	577	6,516 13 5
SCOTLAND :								
Aberdeen - - -	91	786 18 10	230	2,989 14 5	292	2,040 16 10	722	7,420 7 10
Dundee - - -	96	989 11 11	206	3,576 6 6	310	2,028 - 7	552	6,508 18 5
Glasgow - - -	251	1,982 6 3	339	6,070 2 2	536	4,941 16 2	668	9,470 15 3
Greenock - - -	175	2,099 16 3	140	3,034 8 4	408	5,401 18 5	342	4,651 15 4
Leith - - -	182	1,869 4 3	111	2,906 11 -	330	4,643 7 6	319	4,035 8 11
IRELAND :								
Belfast - - -	58	506 14 -	66	1,362 13 6	334	2,996 1 6	131	2,194 4 9
Cork - - -	78	985 5 2	52	998 2 8	178	2,633 4 10	193	2,255 7 9
Dublin - - -	67	677 5 6	37	626 10 4	206	2,557 2 7	90	1,073 19 8
OUTPORTS :								
ENGLAND :								
Aberystwith - -	-	- - -	18	209 - - -	-	- - -	40	804 2 8
Arundel - - -	-	- - -	3	29 - - -	-	- - -	4	20 10 -
Barnstaple - -	15	36 10 -	13	184 - - -	-	- - -	28	444 2 6
Beaumaris - - -	-	- - -	15	797 - - -	1	5 - - -	21	514 - -
Berwick - - -	1	7 - - -	5	162 - - -	6	164 13 -	21	246 8 8
Bideford - - -	-	- - -	20	215 10 -	4	10 10 6	47	496 15 -
Boston - - -	-	- - -	7	247 2 8	9	122 10 3	15	160 17 -
Bridgwater - -	17	244 10 -	10	116 - - -	8	106 17 8	44	478 5 -
Bridport - - -	-	- - -	1	5 - - -	7	42 10 -	12	105 - -

NUMBER AND AMOUNT OF SEAMEN'S MONEY ORDERS ISSUED

P O R T.	From May to December 1855.				From January to December 1856.			
	ISSUED.		PAID.		ISSUED.		PAID.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
OUTPORTS—England—continued.								
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Carnarvon - - -	-	-	38	1,090 17 -	1	1 6 10	47	1,157 - -
Cardiff - - -	20	288 15 3	35	338 7 6	69	835 4 -	104	846 18 4
Cardigan - - -	-	-	46	638 15 11	1	- 3 -	99	1,117 13 6
Carlisle - - -	-	-	3	80 - -	-	- - -	2	25 - -
Chepstow - - -	-	-	3	26 - -	2	28 - -	3	5 12 6
Chester - - -	-	-	3	60 - -	2	12 10 -	6	40 12 6
Colchester - - -	-	-	6	101 - -	-	- - -	19	243 19 6
Cowes - - -	1	8 10 -	3	65 10 -	1	1 4 3	10	205 10 -
Dartmouth - - -	-	-	57	1,188 12 3	-	- - -	62	855 1 2
Deal - - -	-	-	7	112 16 5	1	18 - -	9	114 17 11
Dover - - -	3	9 - -	6	191 6 2	5	85 6 6	31	336 3 6
Exeter - - -	1	50 - -	10	116 19 6	33	77 15 -	31	413 3 3
Falmouth - - -	24	478 12 11	33	777 2 1	89	1,724 5 -	82	1,336 6 10
Faversham - - -	-	-	11	220 - -	1	- 11 6	6	97 - -
Fleetwood - - -	25	246 - -	1	30 - -	17	268 - -	7	44 10 -
Folkestone - - -	-	-	1	6 10 -	-	- - -	2	12 10 -
Fowey - - -	-	-	10	241 - -	1	- 12 6	27	208 - -
Gainsborough - - -	-	-	2	11 - -	2	25 - -	1	4 - -
Gloucester - - -	21	355 - -	7	184 15 -	73	1,074 8 11	25	310 - -
Goole - - -	11	40 - -	4	67 - -	8	74 - -	18	282 4 6
Grimsby - - -	13	64 5 -	2	44 7 -	40	280 14 6	24	96 17 6
Harwich - - -	-	-	1	14 - -	-	- - -	6	34 - -
Hartlepool - - -	6	36 - -	29	276 3 -	89	425 7 6	65	443 12 11
Ipswich - - -	-	-	9	90 14 6	17	210 12 8	23	249 16 2
Lancaster - - -	-	-	-	- - -	1	1 10 -	1	35 - -
Llanelly - - -	4	44 - -	4	155 - -	8	80 15 8	13	317 19 11
Lowestoft - - -	9	58 10 -	5	30 10 -	25	152 9 6	21	353 2 6
Lyne - - -	-	-	2	234 19 6	-	- - -	15	83 5 -
Lynn - - -	26	413 18 -	19	154 15 6	42	363 15 10	86	563 16 6
Maldon - - -	-	-	7	73 - -	-	- - -	5	68 15 -
Maryport - - -	2	21 - -	11	189 - -	15	77 7 9	21	430 - -
Milford - - -	8	117 10 -	30	616 - -	27	503 16 6	61	549 9 9
Newhaven - - -	-	-	1	11 - -	-	- - -	4	67 - -
Newport - - -	7	45 10 -	27	264 10 -	49	372 9 6	107	834 1 6
Padstow - - -	2	25 - -	8	137 10 -	13	40 2 6	18	334 6 8
Penzance - - -	-	-	10	157 2 6	2	53 - -	58	723 15 9
Poole - - -	1	8 - -	12	239 19 11	1	2 9 4	29	334 9 2
Portsmouth - - -	5	67 - -	14	155 11 1	33	426 1 11	88	859 10 3
Preston - - -	-	-	1	15 - -	-	- - -	5	81 5 -
Ramsgate - - -	-	-	8	131 - -	-	- - -	19	429 6 2
Rochester - - -	13	172 12 2	3	48 - -	14	847 10 -	7	123 - -
Rye - - -	3	41 - -	3	41 - -	1	4 - -	5	161 8 -
St. Ives - - -	-	-	15	222 5 -	-	- - -	33	301 10 -
Scarborough - - -	26	141 13 -	12	159 - -	188	559 1 6	63	485 8 1
Scilly - - -	1	10 - -	1	3 10 -	1	- 13 6	3	145 - -
Shoreham - - -	3	26 - -	12	175 - -	-	- - -	26	362 12 6
Southampton - - -	52	892 5 3	28	347 16 -	44	588 13 2	87	722 13 9
Stockton - - -	2	23 - -	10	205 11 5	14	156 13 10	26	231 - 4
Swansea - - -	14	187 6 4	49	571 13 4	57	742 12 -	141	1,098 19 5
Teignmouth - - -	-	-	13	301 5 -	1	10 - -	38	393 - -
Truro - - -	-	-	6	76 - -	-	- - -	18	198 19 6
Wells - - -	-	-	2	8 10 -	-	- - -	20	287 10 -
Weymouth - - -	2	11 10 -	9	114 15 -	6	73 15 -	20	212 12 6
Whitby - - -	33	92 4 6	14	188 - -	508	1,313 7 -	51	670 - -
Whitehaven - - -	-	-	20	413 11 3	1	- 6 2	35	584 - 9
Wisbeach - - -	7	56 - -	3	71 10 -	90	591 1 4	40	291 3 -
Woodbridge - - -	-	-	3	31 - -	-	- - -	4	130 - -
Workington - - -	-	-	16	241 10 -	2	2 3 9	28	324 17 7
Yarmouth - - -	40	452 13 1	50	599 2 7	47	679 19 -	229	1,879 19 4

PORT.	From May to December 1855.				From January to December 1856.			
	ISSUED.		PAID.		ISSUED.		PAID.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
OUTPORTS—continued.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
SCOTLAND:								
Alloa - - - -	-	-	21	294 4 7	5	48 - -	38	603 3 5
Arbroath - - -	22	230 10 6	86	1,214 - 1	35	167 8 9	224	1,744 15 -
Ayr - - - -	43	96 10 -	22	276 9 11	37	92 - -	75	667 15 -
Banff - - - -	4	13 15 -	28	336 9 6	7	28 6 6	96	747 15 7
Borrowstoness -	1	2 10 -	8	36 - -	5	10 - -	29	318 15 -
Campbeltown - -	-	-	15	193 - -	-	-	19	127 - -
Dumfries - - -	-	-	9	224 10 -	-	-	16	309 15 -
Grangemouth - -	2	42 - -	27	521 1 9	29	447 11 -	50	488 1 10
Inverness - - -	-	-	18	427 6 6	6	166 - -	30	285 15 -
Irvine - - - -	-	-	26	490 17 2	2	2 - -	150	1,308 2 6
Kirkcaldy - - -	3	54 - -	109	1,234 1 3	12	270 10 -	335	2,698 14 10
Kirkwall - - -	-	-	19	452 2 -	-	-	12	187 19 6
Lerwick - - - -	-	-	91	1,237 15 6	-	-	55	992 4 -
Montrose - - -	22	40 17 6	78	946 11 11	54	175 1 3	195	1,821 4 6
Perth - - - -	-	-	15	207 10 -	2	4 - -	22	239 - -
Peterhead - - -	-	-	73	775 10 -	5	34 12 4	132	1,190 3 3
Stornoway - - -	-	-	23	213 18 6	-	-	5	17 4 11
Stranraer - - -	-	-	7	122 - -	2	60 - -	31	232 19 9
Wick - - - -	5	13 15 -	16	369 - -	3	11 7 7	19	217 10 -
Wigtown - - -	-	-	7	265 - -	-	-	11	211 15 -
IRELAND:								
Ballina - - - -	-	-	1	18 - -	-	-	-	-
Coleraine - - -	1	- 8 -	1	2 - -	-	-	1	22 - -
Drogheda - - -	-	-	13	165 - -	-	-	18	180 - -
Dundalk - - - -	1	10 - -	2	35 - -	6	102 - -	6	33 - -
Galway - - - -	4	88 - -	3	19 - -	9	122 19 3	11	165 - -
Limerick - - -	41	396 2 6	7	86 - -	136	1,524 19 10	29	259 12 -
Londonderry - -	6	64 - -	4	48 - -	45	671 6 5	11	178 10 6
Newry - - - -	-	-	8	274 10 -	3	52 - -	8	91 - -
Ross - - - -	6	144 - -	2	64 - -	15	293 - -	5	40 4 -
Skibbereen - - -	-	-	1	30 - -	-	-	4	54 16 2
Sligo - - - -	-	-	1	6 9 -	12	121 11 4	1	5 - -
Strangford - - -	-	-	4	23 15 2	-	-	7	112 - -
Tralee - - - -	3	54 - -	2	8 - -	5	42 13 5	4	59 - -
Waterford - - -	22	312 - -	24	329 8 9	43	554 5 2	63	901 10 -
Westport - - -	-	-	1	2 - -	4	60 10 -	2	44 - -
Wexford - - - -	-	-	6	85 19 11	1	15 - -	26	254 3 1
TOTAL - - -	4,629	76,952 4 4	4,463	74,664 12 6	12,072	139,495 - 4	12,095	140,417 - 10

SEAMEN'S MONEY ORDERS.

RETURN of the Number and Amount of
MONEY ORDERS Issued and Paid from May
1855 to 31st December 1856.

(*Mr. Lindsay.*)

*Ordered, by The House of Commons, to be Printed,
15 June 1857.*

CHAMBER OF LONDON.

ANNUAL ACCOUNTS

OF THE

CHAMBERLAIN OF THE CITY OF LONDON,

RELATING TO

Duties and Payments ; Surpluses ; Blackfriars Bridge ; Bridge House Estates ;
Navigation of the River Thames ; Mooring Chains in the River Thames ;
Police ; Ward Expenses ; Sewers ; Sale of Coals ; Duty on Coals ;
Clerkenwell Improvement Commissioners ;—(pursuant to Act).

Ordered, by The House of Commons, to be Printed,
3 July 1857.

SCHEDULE.

- An Account of Monies Received and Paid by the Chamberlain of the City of London, being the Produce and Application of the several Duties, &c., constituting the Improvement Fund, in respect of the year ending 5 January 1857 - - - - - p. 3
- An Account of the Receipt and Application by the Chamberlain of the City of London of the Surplus of the Fund called the "Improvement Fund," in respect of the year ending 5 January 1857 - - - - - p. 4
- An Account of Monies Received and Paid by the Chamberlain of London for Lighting, Watching, &c., Blackfriars Bridge, in respect of the year ending 14 August 1856 - p. 4
- A Statement of the Receipt and Application of the Surplus Rents and Profits of Bridge House Estates (after deducting existing Charges and Expenses of Management), from 14 August 1855 to 14 August 1856 - - - - - p. 5
- An Account of Monies Received and Paid by the Chamberlain of London for maintaining and Improving the Navigation of the River Thames westward of London Bridge, for the year ended 29 September 1856 - - - - - p. 5
- An Account of Monies Received and Paid by the Chamberlain of London, in pursuance of the several Acts of Parliament for regulating the Port of London, for the year ending 25 July 1856 - - - - - p. 6
- An Account of Monies Received and Paid by the Chamberlain of the City of London, in pursuance of the Act 2 & 3 Vict., c. 94, for regulating the Police of the City of London, in respect of the Year ending 25 December 1856 - - - - - p. 7
- An Account of Monies Received and Paid by the Chamberlain of London in respect of the City Police Superannuation Fund, for one year ending 25 December 1856 - - - p. 8
- An Account of Monies Received and Paid by the Chamberlain of London in respect of Ward Expenses, pursuant to the Act 2 & 3 Vict. c. 94 - - - - - p. 8
- An Account of Monies Received and Paid by the Chamberlain of the City of London for Paving, Cleansing, and Lighting the said City, for the year ending 29 September 1856 p. 9
- An Account of Monies Received and Paid by the Chamberlain of the City of London for Making and Repairing the Sewers of the said City, for the year ending 29 September 1856 - - - - - p. 9
- An Account of Monies Received and Paid by the Chamberlain of the City of London, in relation to the Market established for the Sale of Coals, &c., for the Year ending 31 December 1856 - - - - - p. 10
- An Account of the Receipt and Application of the Duty of One Penny per Ton on Coals brought into the Port of London, &c., for the year ending 31 December 1856 - p. 11
- An Account of Monies Received and Paid by the Chamberlain of London, in pursuance of Acts 13 & 14 Vict. c. 103 & 14 & 15 Vict. c. 120, in respect of the Clerkenwell Improvement Fund, for the year ending 31 December 1856 - - - - - p. 11

DUTIES AND PAYMENTS.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London*, in respect of the Year ending 5th January 1857, being the Produce and Application of the several DUTIES and PAYMENTS constituting the Fund called the "London Bridge Approaches or Improvement Fund," for effecting Public Works and Improvements in the Metropolis, in pursuance of the Provisions of the Acts of Parliament of 10 Geo. 4, c. 136; 11 Geo. 4, c. 64; 1 and 2 Will. 4, c. 76; 1 & 2 Vict. c. 100; 1 & 2 Vict. c. 101; 5 & 6 Vict. c. 101; 8 & 9 Vict. c. 101; 11 & 12 Vict. c. 124; and 13 & 14 Vict. c. 103.

<i>Dr</i>							
	£.	s.	d.	£.	s.	d.	
TO the duty of 8 <i>d.</i> per ton on coals brought into the Port of London, pursuant to Acts of Parliament 10 Geo. 4; 1 & 2 Will. 4, &c., for one year, to 5th January 1857 -	103,021	19	4				
To the said duty on ditto, brought by Grand Junction Canal -	814	18	-				
To the said duty on ditto brought by railway conveyance -	38,008	5	4				
To the said duty on ditto brought by road traffic -	52	6	8				
To the said duty on ditto brought by the Thames (<i>vid</i> Staines) -	3	10	8				
				141,901	-	-	
To the duty on wine -				6,489	7	9	
To one year's charge on the Revenues of the Corporation -				11,500	-	-	
To the duty on the admission to the Freedom of London -				918	10	-	
To ditto on the binding of apprentices -				55	7	6	
To profits of aqueducts -				250	15	4	
	£.			161,115	-	7	
<i>Cr</i>							
	£.	s.	d.	£.	s.	d.	
BY interest to 5th January 1857 on 88,000 <i>l.</i> authorised to be raised by Act 13 & 14 Vict. c. 103 -	3,080	-	-				
By ditto to ditto on 176,000 <i>l.</i> charged upon the fund by Her Majesty's Commissioners of Woods, &c., pursuant to Act 13 & 14 Vict. c. 103 -	7,040	-	-				
By charges and expenses of management -	1,072	6	2				
By drawback on coals, Act 13 & 14 Vict., c. 146 -	13,366	4	-				
				24,558	10	2	
By balance, being the surplus of the several duties and payments to 5th January 1857, carried quarterly to the account of application of surpluses -	136,556	10	5				
	£.			161,115	-	7	

Chamber of London, Guildhall, }
29 June 1857.

John Key, Chamberlain.

SURPLUSES.

AN ACCOUNT of the SURPLUS for the Year ending 5th January 1857, of the Fund called "The London Bridge Approaches or Improvement Fund," for effecting Public Works and Improvements in the Metropolis, and the Appropriation of the same in liquidation of Charges authorised to be made upon the Fund.

<i>D^r</i>		£.	s.	d.
TO transfer from the account of receipt and expenditure on account of the said surplus to 5th January 1857, and directed to be applied in payment of Her Majesty's Commissioners of Parks, Palaces, &c. per order of Court of Common Council, 22d May 1856	- - - - -	34,381	9	7
To ditto, further on account of ditto, per order of said Court, 17th July 1856	- - - - -	34,346	8	8
To ditto, further on account of ditto, per order of said Court, 30th October 1856	- - - - -	30,178	9	10
To ditto, balance of surplus to the 5th January 1857, directed to be applied as above, per order of said Court, 27th February 1857	- - - - -	37,650	2	4
	£.	136,556	10	5

<i>C^r</i>		£.	s.	d.
BY cash to Her Majesty's Commissioners of Parks, Palaces, &c., on account of payments to be made to them in liquidation of charges authorised to be made by them on the Fund, and interest thereon	- - - - -	136,556	10	5

Chamber of London, }
29 June 1857.

John Key, Chamberlain.

LIGHTING, WATCHING, AND CLEANSING BLACKFRIARS BRIDGE.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of London, in respect of the Year ending 14th August 1856, for LIGHTING, WATCHING, CLEANSING, and REPAIRING BLACKFRIARS BRIDGE, pursuant to Acts 7 Geo. 3, c. 37; 52 Geo. 3, c. 183; and 4 Will. 4, c. 118.

<i>D^r</i>		£.	s.	d.
TO rent of ground, &c. embanked under the authority of Act 7 Geo. 3	- - - - -	113	19	8
To transfer from the account of surplus rents and profits of the Bridge House Estates, pursuant to Act 4 Will. 4, c. 118	- - - - -	985	16	1
	£.	1,099	15	9

<i>C^r</i>		£.	s.	d.
BY expenses of lighting the said Bridge	- - - - -	119	13	-
By expenses of watching the said Bridge	- - - - -	291	10	-
By expenses of watering and cleansing the said Bridge	- - - - -	210	10	6
By expenses of repairs to the said Bridge	- - - - -	161	17	6
By expenses, of surveys, &c. of the said Bridge	- - - - -	308	14	6
By income duty allowed tenants	- - - - -	7	10	3
	£.	1,099	15	9

Chamber of London, }
15 June 1857.

John Key, Chamberlain.

BRIDGE HOUSE ESTATES.

A STATEMENT of the Receipt and Application of the Surplus Rents and Profits of the BRIDGE HOUSE ESTATES (after deducting the existing Charges and Expenses of Management of the said Estates), from 14th August 1855 to 14th August 1856, pursuant to the Directions of the Acts 4 Geo. 4, c. 50; 7 Geo. 4, c. 40, and 4 Will. 4, c. 118.

<i>D^r</i>		£.	s.	d.
TO cash on account of the surplus rents and profits of the Bridge House Estates for the above period, pursuant to the provisions of the above-mentioned Acts - - - - -		27,312	16	7
<i>C^r</i>		£.	s.	d.
BY cash paid into Her Majesty's Exchequer, on account of payment of interest and in annual liquidation of the sum of 431,000 <i>l.</i> advanced out of the Consolidated Fund on the credit of the aforesaid estates, towards the expenses of rebuilding London Bridge, pursuant to the directions of the said Act 7 Geo. 4, c. 40 - - - - -		21,550	-	-
By transfer to the account for lighting, &c., Blackfriars Bridge, the Amount expended for the year ending 14th August 1856 beyond the funds provided by the Act 7 Geo. 3, c. 37, pursuant to Act 4 Will. 4, c. 118 - - -	£. s. d.	985	16	1
By transfer to the account for providing for the payment of interest, &c., pursuant to Act 4 Will. 4, c. 118, s. 4 - - -	£. s. d.	4,777	-	6
		5,762	16	7
	£.	27,312	16	7

Chamber of London, }
15 June 1857. }

John Key, Chamberlain.

THAMES NAVIGATION.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London*, for One Year, ending 29th September 1856, for Improving the NAVIGATION of the River *Thames* Westward of London Bridge, in pursuance of the several Acts of 50 Geo. 3, c. 204; 52 Geo. 3, c. 46; 54 Geo. 3, c. 223; 5 Geo. 4, c. 123; and 8 Vict. c. 1.

<i>D^r</i>		£.	s.	d.
TO balance in hand on the account ending 29th September 1855, as per statement delivered to the Honourable the House of Commons, 24th July 1856 - - - - -		15,316	9	6½
To the produce of general tolls and duties, made payable by the above-mentioned Acts of 54 Geo. 3, for one year, ending 29th September 1856 - - -		3,295	11	2½
To toll received at Teddington Lock - - - - -		987	8	4½
To ditto - - - Moulsey Lock - - - - -		608	4	1½
To ditto - - - Sunbury Lock - - - - -		520	10	2½
To ditto - - - Shepperton Lock - - - - -		240	15	4
To ditto - - - Chertsey Lock - - - - -		238	18	2
To ditto - - - Penton Hook Lock - - - - -		238	18	2
To half a year's payment by the Grand Junction Canal Company, for compensation for loss of toll - - - - -		280	-	-
To one year's payment by the Regent's Canal Company, for the like - - -		420	-	-
To payment by the Grand Junction Waterworks Company, for water subtracted from the river - - - - -		331	4	1
To payment by the Lambeth Water Company, for water subtracted from the river - - - - -		200	-	-
To ditto by the Southwark and Vauxhall Waterworks Company, for the like - - - - -		300	-	-
To ditto by the West Middlesex Waterworks Company, for water subtracted from the river - - - - -		300	-	-
To rent, for surplus land at Penton Hook, &c. - - - - -		53	2	10
To the sale of gravel, willows, &c. - - - - -		583	9	8½
£.		23,914	11	7½

C^r

BY expenses of incidental repairs at the several locks of the said river, wages to lock-keepers, raising ballast from the bed of the river, and raising and repairing towing paths therewith, viz.:	£.	s.	d.
Teddington - - - - -	142	3	11½
Moulsey - - - - -	86	13	1
Sunbury - - - - -	104	15	1
Shepperton - - - - -	324	15	5½
Chertsey - - - - -	74	13	3½
Penton Hook - - - - -	40	12	-
Ballasting - - - - -	1,031	11	5½
	1,805	4	4
By materials and wages to workmen employed in the improvement of the river - - - - -	1,843	3	2½
By rents and taxes for towing-paths, lock-keepers' houses, and land purchased for improvement - - - - -	418	1	-½
By artificers employed in the said works, and for timber, chalk, &c. - - -	2,858	14	6
By incidental charges and necessary disbursements incurred in the execution of the several works, including printing, stationery, &c. - - - - -	140	16	4
By salaries and allowances to officers employed in the execution of the said Acts - - - - -	498	4	8
By expenses of new works at Sunbury and Teddington - - - - -	5,835	7	8
By interest on monies raised under the authority of the said Acts - - -	4,581	10	-
Balance in hand on the Account ending 29th September 1856 - - -	5,933	9	10¾
	£.	23,914	11 7¾

Chamber of London, }
29 June 1857. }

John Key, Chamberlain.

MOORING CHAINS.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of London, on Account of the Year ending 25th July 1856, for defraying the Cost and Charges of Maintaining, Repairing, &c. the MOORING CHAINS in the River Thames, of paying the Salaries of the several Harbour-Masters, &c., and other Expenses of the Harbour Service, pursuant to the Acts 39 Geo. 3, c. 69; 10 Geo. 4, c. 124; 4 & 5 Will. 4, c. 32, and 9 & 10 Vict. c. 90.

D^r

TO cash received, being on account of the tonnage rates collected for the year ending 25th July 1856, under the provisions of the Act 4 & 5 Will. 4, c. 32.	£.	s.	d.
To interest on monies invested pursuant to the provisions of the said Act -	17,976	17	10
To sale of stock - - - - -	2,495	-	1
To cash of Her Majesty's Paymaster-general, for expenses incurred in Government works at Woolwich - - - - -	9,068	15	-
	2,623	16	5
	£.	32,164	9 4

C^r

BY balance overpaid on the Account ending 25th July 1855 (as per Statement delivered to the Honourable House of Commons, 24th July 1856) -	£.	s.	d.
By salaries to the several Harbour-masters and other officers employed in the harbour and mooring-chain services - - - - -	307	3	2
By expenses of providing and repairing mooring-chains, anchors, buoys, &c., including expenses of Port of London Wharf - - - - -	3,994	10	5
By wages and expenses in repairing, altering, and relaying moorings - - -	6,616	8	4
By expenses and disbursements of the harbour service, providing and repairing boats, &c. - - - - -	5,400	-	-
By law expenses - - - - -	11,647	5	-
By stationery, printing, and incidental charges - - - - -	416	15	7
	285	5	9
	28,667	8	3
By balance, being the residue or surplus of the Account ending 25th July 1856, applied in the purchase of 3,705 l. 7 s. 10 d. New 3 l. per Cents., pursuant to 6th section of the Act 4 & 5 Will. 4, c. 32 - - - - -	3,497	1	1
	£.	32,164	9 4

Chamber of London, }
29 June 1857. }

John Key, Chamberlain.

P O L I C E.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London*, for the Year ending 25th December 1856, in pursuance of the Act 2 & 3 Vict. c., 94, intituled, "An Act for Regulating the Police of the City of London."

<i>D^r</i>		£.	s.	d.
BALANCE in hand on the account ending 25 December 1855, as by statement delivered to the Honourable House of Commons, 24 July 1856	-	11,178	13	1
To cash received on account of arrears of police	£. s. d.			
Rate, due Christmas 1855	£. 2 5 4			
To cash received on account of rate due Christmas 1856	31,982 17 9			
	31,985	2	9	
To amount contributed by the Corporation, one equal fourth part of the expenses of the police for the year ending at Christmas 1856, in pursuance of the provisions of the Act	10,808	16	4	
To cash received of the Bridge House Estates, in reimbursement of the expense of watching London Bridge for one year	382	4	-	
To cash received from the Blackfriars Bridge Lighting and Watching Fund, in reimbursement of the expense of watching the said bridge for one year	291	10	-	
To cash received in received in reimbursement for services of extra constables employed in private watching	865	8	-	
To amount received for fines and penalties imposed under the Act	235	7	6	
To casual receipts	29	14	9	
	44,598	3	4	
	£.	55,776	16	5
<i>C^r</i>		£.	s.	d.
BY salary to Commissioner for one year	- - - - -	1,000	-	-
By ditto to Superintendent for one year	- - - - -	450	-	-
By ditto to Surgeon for one year	- - - - -	500	-	-
By ditto to Town Clerk, Receiver, Accountants and Clerks employed in the execution of the Act	- - - - -	912	16	11
By wages to the several Inspectors and Constables of the Force, for 53 weeks, to 31st December 1856, including boot money; viz.	£. s. d.			
1st Division	7,088 13 10			
2d ditto	5,685 - 6			
3d ditto	4,852 3 8			
4th ditto	6,347 2 10			
5th ditto	5,783 4 1			
6th ditto	4,480 8 11			
7th ditto (private)	815 7 2			
	35,052	1	-	
By transfer to the Superannuation Fund, the amount of deductions from pay, fines for misconduct, stoppages when sick, &c., pursuant to 11th Section of the Act	- - - - -	1,173	1	7
By expenses of clothing, hats, capes, stocks, accoutrements, &c.	- - - - -	1,460	2	9
By expenses of lanterns	- - - - -	330	-	-
By expenses of the Chief Office and several Stations, including rent, taxes, repairs, furniture, and bedding	- - - - -	2,866	5	5
By amount paid to Police Constables for extra services, pursuant to 13th Section of the Act	- - - - -	196	-	-
By gratuities to disabled Constables on their discharge from the Force	- - - - -	221	8	-
By expenses of printing and stationery	- - - - -	248	17	6
By ditto of making the rates, and for sundry incidental expenses	- - - - -	48	4	-
By pensions to Superannuated Watchmen, pursuant to 87th section of the Act	- - - - -	187	17	-
By law and Parliamentary expenses	- - - - -	127	13	2
	44,774	7	4	
Balance in hand on the Account ending 25th December 1856	-	11,002	9	1
	£.	55,776	16	5

Chamber of London,
29 June 1857. }

John Key, Chamberlain.

POLICE SUPERANNUATION FUND.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London* for the Year 1856, in pursuance of the Act 2 & 3 Vict. c. 94, for regulating the Police of the City of *London*, in respect of the "CITY POLICE SUPERANNUATION FUND," for the Payment of Superannuated and Retiring Allowances.

<i>D^r</i>		£.	s.	d.
TO amount of fines for assaults on Police Constables, &c., imposed under the Act - - - - -		71	17	-
To amount of deductions or stoppages from the pay of the Police Force, for misconduct, sickness, and in respect of the Superannuation Fund - -		1,173	1	7
To interest on monies invested pursuant to the provisions of the said Act -		740	2	1
To amount realized by the sale of old clothing - - - - -		316	6	11
	£.	2,301	7	7
<i>C^r</i>		£.	s.	d.
BY pensions to superannuated police constables - - - - -		721	11	6
By amount applied in the purchase of 1,703 <i>l.</i> 5 <i>s.</i> 10 <i>d.</i> Reduced 3 <i>l.</i> per cent. Annuities, in pursuance of the 11th section of the Act - - - - -		1,579	16	1
	£.	2,301	7	7

Chamber of London, }
29 June 1857.

John Key, Chamberlain.

WARD EXPENSES.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London* in respect of the Charges of the WARD CLERKS, BEADLES, and other Expenses connected with the holding of WARDMOTES and other Ward Meetings, and for Local Purposes connected therewith, in the several Wards of the City of *London*, pursuant to Act 2 & 3 Vict. c. 94, s. 85.

<i>D^r</i>		£.	s.	d.
TO cash received on account of rate levied in respect of the said Expenses incurred in the year 1855 - - - - -		3,912	11	11
Balance overpaid on the above account - - - - -		2,019	12	11½
	£.	5,932	4	10½
<i>C^r</i>		£.	s.	d.
BY balance overpaid on the account for the year 1855 (as per statement delivered to the Honourable House of Commons, 24th July 1856) - - -		2,248	7	6½
By cash paid in respect of the above-mentioned charges and expenses for the year 1856 - - - - -		3,683	17	4
	£.	5,932	4	10½

Chamber of London, }
29 June 1857.

John Key, Chamberlain.

S E W E R S.

The CHAMBERLAIN of *London*, Treasurer, in Account with the Commissioners of Sewers of the City of *London*.

No. 1. CONSOLIDATED ACCOUNT.

<i>D^r</i>			£.	s.	d.
TO balance in hand on the account ending 28th September 1855 (as per statement delivered to the Honourable the House of Commons, 24th July 1856) - - -			6,625	2	1
			£.	s.	d.
To cash received on rate made 4th February 1851 - - - - -		30	-	2	
To ditto on rate made 27th January 1852 - - - - -		17	17	6	
To ditto on rate made 6th July 1852 - - - - -		4	10	-	
To ditto on rate made 24th January 1854 - - - - -		17	7	1	
To ditto on rate made 18th July 1854 - - - - -		98	10	1	
To ditto on rate made 30th January 1855 - - - - -		1,612	10	9	
To ditto on rate made 10th July 1855 - - - - -		35,906	7	6	
To ditto on rate made 29th January 1856 - - - - -		35,180	11	10	
To ditto on rate made 22d July 1856 - - - - -		630	-	-	
			73,497	14	11
To ditto, compositions for paving, &c. - - - - -		754	9	10	
To ditto, fines, penalties, &c. - - - - -		347	12	6	
To ditto, fees for licenses for hoards and scaffolds - - - - -		648	16	-	
To ditto, in reimbursement of monies expended for improvements - - - - -		2,660	15	3	
To ditto, in reimbursement for sanitary and compulsory works - - - - -		91	5	10	
To ditto, in reimbursement of monies expended in respect of dangerous structures - - - - -		395	4	3	
To ditto, rent and sundry receipts - - - - -		544	2	4	
To ditto, for fees for interments at the City of London Cemetery - - - - -		89	17	3	
To produce of sale of crops, &c. at Cemetery Land - - - - -		314	8	5	
To loan raised for cemetery purposes - - - - -		15,000	-	-	
To interest on stock forming sinking fund - - - - -		133	9	4	
To cash withdrawn from deposit and interest thereon - - - - -		10,041	1	11	
			£.	111,143	19 11
<i>C^t</i>			£.	s.	d.
BY cash paid paving and repairing pavement - - - - -		28,695	15	6	
By ditto, lighting - - - - -		8,833	12	7	
By ditto, cleansing - - - - -		8,661	3	6	
By ditto, sundry artificers - - - - -		2,450	2	-	
By ditto, salaries and retiring allowances to officers, including the Officer of Health - - - - -		5,211	7	10	
By ditto, sanitary expenses - - - - -		86	12	8	
By ditto, in respect of dangerous structures - - - - -		554	16	1	
By ditto, wages to workmen, breaking and dressing stone, men employed at cemetery, and other disbursements - - - - -		4,500	-	-	
By ditto, purchase of ground for improvements - - - - -		7,610	2	1	
By ditto, life annuity account - - - - -		2,444	10	-	
By ditto, commission on collection of rate - - - - -		2,387	7	1	
By ditto, sundry incidental charges - - - - -		1,414	3	3	
By ditto, City of London Cemetery expenses - - - - -		17,585	16	2	
By ditto, for the purchase of stock to form a Sinking Fund, pursuant to Act of Parliament - - - - -		3,892	19	11	
By ditto, deposited at interest - - - - -		10,000	-	-	
			104,328	8	8
Balance in hand on 29th September 1856 - - - - -			6,815	11	3
			£.	111,143	19 11

Chamber of London, }
29 June 1857. }

John Key, Chamberlain.

The CHAMBERLAIN of *London*, Treasurer, in Account with the Commissioners of Sewers of the City of *London*.

No. 2. SEWERS ACCOUNT.

<i>D^r</i>			£.	s.	d.
TO balance in hand on the account ending the 28th September 1855 (as per statement delivered to the Honourable the House of Commons, 24th July 1856) - - -			5,732	-	6
			£.	s.	d.
To cash received on rate made 28th January 1851 - - - - -		11	10	10	
To ditto on rate made 27th January 1852 - - - - -		11	18	4	
To ditto on rate made 24th January 1854 - - - - -		2	12	1	
To ditto on rate made 30th January 1855 - - - - -		1,051	11	9	
To ditto on rate made 29th January 1856 - - - - -		17,761	12	-	
			18,839	5	-
To ditto, in reimbursement of the expense of constructing private drains - - - - -		299	15	11	
To ditto, in reimbursement of expense of emptying cesspools - - - - -		26	7	-	
To ditto, compositions for building sewers - - - - -		48	-	-	
To ditto of Metropolis Commissioners of Sewers for use of sewers - - - - -		187	10	-	
			£.	25,132	18 5

<i>C^r</i>		£.	s.	d.
BY cash paid building new sewers	- - - - -	7,519	8	-
By ditto, bricklayers' work, &c., repairing and cleansing sewers	- - -	8,967	17	-
By ditto, making private drains	- - - - -	347	5	6
By ditto, emptying cesspools	- - - - -	9	14	6
By ditto, sundry artificers	- - - - -	453	8	6
By ditto, incidental expenses	- - - - -	166	8	2
		17,464	1	8
Balance in hand on the 29th September 1856	- - -	7,668	16	9
	£.	25,132	18	5

Chamber of London, }
29 June 1857.

John Key, Chamberlain.

SALE OF COALS.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London*, for the Year ending 31st December 1856, in relation to the Market established for the SALE of COALS, &c., pursuant to the Acts 1 & 2 Will. 4, c. 76; 1 & 2 Vict. c. 101, and 8 & 9 Vict. c. 101.

<i>D^r</i>		£.	s.	d.
TO balance in hand on 31st December 1855 (as per statement delivered to the Honourable the House of Commons, 24th July 1856)	- - - - -	1,180	16	3
To rents of offices at the Coal Market	- - - - -	1,298	17	10
To rents of property purchased for improvement of site of New Coal Market	- - -	579	3	8
		3,058	17	9
Balance overpaid on 31st December 1856	- - -	1,431	14	10
	£.	4,490	12	7

<i>C^r</i>		£.	s.	d.
BY compensation to the late labouring land coal-meters for the City of London, on the abolition of their offices, in pursuance of the Act 1 & 2 Will. 4	- - -	435	10	8
By ditto, to the late labouring land coal-meters for the City of Westminster	- - -	285	6	3
By ditto, to the late labouring land coal-meters for the Counties of Middlesex and Essex	- - - - -	130	-	-
By salaries to officers employed in the execution of the said Acts	- - -	1,454	18	1
By artificers' work in repairs at the Coal Market	- - - - -	331	9	4
By law expenses	- - - - -	4	10	8
By stationery, printing, gas, insurance and other incidental charges	- - -	1,011	11	7
By rates, taxes, and tithes	- - - - -	837	6	-
	£.	4,490	12	7

Chamber of London, }
29 June 1857.

John Key, Chamberlain.

DUTY ON COALS.

AN ACCOUNT of the Receipt by the Chamberlain of the City of *London* of the Duty of One Penny per Ton on COALS, CULM and CINDERS brought into the Port of *London*, &c., made payable by the Act of 1 & 2 Will. 4, c. 76, and continued by subsequent Acts; also, of the Application of the same under the Act 8 & 9 Vict. c. 101, and 9 & 10 Vict. c. 34, in the Creation of "a Fund for the Execution of such Improvements in the Metropolis as Parliament may direct and sanction," for One Year, ending 31 December 1856.

<i>D^r</i>		£.	s.	d.
TO amount of the above-mentioned duty collect ed in the Port of London -		12,841	19	1
To ditto, collected on coals brought by railway conveyance - - -		4,752	13	11
To ditto, collected on coals brought by canal - - - - -		101	17	3
To ditto, collected on coals brought by road traffic - - - - -		6	10	10
To ditto, collected on coals brought by Thames navigation - - -		-	8	10
	£.	17,703	9	11

<i>C^r</i>		£.	s.	d.
BY drawback allowed on coal duty - - - - -		1,670	15	6
By expenses of collection and management - - - - -		76	9	6
By balance paid quarterly to the account of Her Majesty's Woods, &c., under the authority of Act 9 & 10 Vict. c. 34 - - - - -		15,956	4	11
	£.	17,703	9	11

Chamber of London, }		
29 June 1857. }	John Key, Chamberlain.	

CLERKENWELL IMPROVEMENT COMMISSIONERS.

AN ACCOUNT of MONIES Received and Paid by the Chamberlain of the City of *London*, in respect of Improvements authorised to be effected in pursuance of the Acts of Parliament 13 & 14 Vict. c. 103, and 14 & 15 Vict. c. 120, enabling the Mayor and Commonalty and Citizens of the City of *London* to complete the Improvements authorised to be made by the Clerkenwell Improvement Commissioners, from the 1st day of January to the 31st December 1856.

<i>D^r</i>		£.	s.	d.
TO balance in hand on 31st December 1855 (as per account delivered to the Honourable House of Commons on 24 July 1856) - - - -		8,679	16	1
To rent of property required for making this improvement - - -		6	5	-
To temporary loan raised (part of loan of 50,000 <i>l.</i>) - - - -		20,000	-	-
To temporary loan raised - - - - -		100,000	-	-
To cash received on account of the sale of ground rents - - -		10,000	-	-
	£.	138,686	1	1

<i>C^r</i>		£.	s.	d.
BY purchase of ground and premises required for the purposes of this improvement - - - - -		8,385	12	4
By law charges, costs on disputed claims, &c. - - - - -		2,518	3	6
By rents, deficiencies of rates, taxes, &c. - - - - -		1,817	3	8
By surveys and valuations - - - - -		306	11	11
By salaries and allowances - - - - -		704	6	4
By building vaults, making roads, and incidental expenses - -		13,032	19	-
By interest on temporary loans - - - - -		9,701	5	-
By discharge of temporary loan - - - - -		100,000	-	-
		136,466	1	9
Balance in hand on 31st December 1856 - - - - -		2,219	19	4
	£.	138,686	1	1

Chamber of London, }		
29 June 1857. }	John Key, Chamberlain.	

CHAMBER OF LONDON.

ANNUAL ACCOUNTS

OF THE

CHAMBERLAIN OF THE CITY OF LONDON,

RELATING TO

Duties and Payments; Surpluses; Blackfriars
Bridge; Bridge House Estates; Navigation
of the River Thames; Mooring Chains in
the River Thames; Police; Ward Expenses;
Sewers; Sale of Coals; Duty on Coals;
Clerkenwell Improvement Commissioners;—
(pursuant to Act).

*Ordered, by The House of Commons, to be Printed,
3 July 1857.*

156—Sess. 2.

Under 2 oz.

COUNTY TREASURERS.

ABSTRACT

OF THE

ACCOUNTS of the several COUNTY TREASURERS in *Engla*
for the Year ending Michaelmas 1856.

By Act 15 & 16 Vict. c. 81, s. 50.

Ordered, by The House of Commons, to be Printed,
11 May 1857.

ABSTRACT

OF THE

ACCOUNTS of the several COUNTY TREASURERS
in *England* and *Wales*, for the Year
Michaelmas 1856.

By Act 15 & 16 Vict. c. 81, s. 5

Ordered, by The House of Commons, to be Printed
11 May 1857.

7—Sess. 2.

Under

FRIENDLY SOCIETIES.

R E P O R T

OF THE

REGISTRAR OF FRIENDLY SOCIETIES

IN

E N G L A N D.

(*Pursuant to 18 & 19 Vict. c. 63, s. 45.*)

Ordered, by The House of Commons, to be Printed,
14 August 1857.

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REPORT of the PROCEEDINGS of the REGISTRAR of FRIENDLY SOCIETIES in *England*, in his Office of Registrar, and of the principal Matters transacted by Friendly Societies, which have come under his Cognizance during the past Year.

In consequence of the provisions of the statute 18 & 19 Vict. c. 63, mentioned in the First Report, the whole of the Rules of more than 26,000 Friendly Societies enrolled or certified since the year 1793 (the passing of the 33 Geo. 3, c. 54) until December 1855, have been deposited with the Registrar, and, after having had them carefully indexed according to counties and towns, the Registrar sent to each society a copy of the annual statement required by 18 & 19 Vict. c. 63, s. 45, (the form of which will be found in the *Appendix*).

Report.

On account of the late period at which these Rules were received from the several Clerks of the Peace, and the time occupied in forwarding the forms of the Annual Statements, the Registrar has received as many as could have been expected: they amount to more than 6,000 in number; and though at present there has not been sufficient time to look over them carefully, yet, from the cursory view which has been taken, they appear to show that Friendly Societies are in a better condition and under better management than some years back; particularly those which provide only for relief in sickness, and a small payment at death.

From the passing of the Act 18 & 19 Vict. c. 63, to the end of 1856, the Registrar has certified the Rules and additions or amendments of the Rules, of 1,133 Friendly Societies; and under 18 & 19 Vict. c. 63, s. 44, the Rules of 81 societies have been *deposited* with him, and 11 societies have availed themselves of his certificate, under s. 11 of that Act. Under the existing Friendly Society Acts the tables of a society are not required to be certified by an Actuary, except they provide for "*a certain Annuity, or certain Superannuation, deferred or immediate.*" Nearly the whole of the societies certified by the Registrar, in the course of the last year, confine the relief to sickness and at death; and although very few societies have these tables of contributions and payments certified by an Actuary (the number last year being under six), yet there is reason to believe that since the publication of the Report on Friendly Socie-

Report.

ties in the year 1854, the attention of members has been called to the tables of contributions, and benefits contained therein, and that the stability of these societies is gradually increasing.

In very few instances the Registrar has been compelled to refuse his certificate; and in the cases referred to, the objects of the societies were not in conformity with 18 & 19 Vict. c. 63, s. 9; and he has considered it to be his duty to refuse to certify any rule which makes it *compulsory* on a member to contribute a monthly payment to be spent in drink, or to an annual feast, or which inflicted a fine for not attending a procession or funeral; these payments he conceives should be voluntary, and are not such as could be allowed to form part of the Rules of a society established under the law now in existence relating to Friendly Societies.

The direction of the Act 18 & 19 Vict. c. 63, as to depositing with the Registrar the names, &c. of the Trustees, is carefully attended to, as on the return of the certified copy of rules a printed form of the appointments is always sent, and, when properly filled up, is returned and deposited with the Rules in the Registrar's custody.

The Registrar, on receiving the necessary proofs, is authorised by law to order the transfer of Stock at the Bank of England, and also of funds invested in Savings Banks, in cases where the trustees of the society in whose names the monies stand, are refractory, or are absent, insane, &c.; and the gross sum of 12,400 *l.* has been transferred, under the power so given in sums, varying from 5 *l.* to 2,450*l.*, without a society incurring any expense.

Some communications have been received by the Registrar respecting the settlement of disputes in the county court, and it has been stated that, in the agricultural districts particularly, the mode of proceeding before justices was more convenient and less expensive, as the petty sessions are more frequently held than the county courts; that it is of great consequence to a society that disputes should be settled as speedily as possible, independently of which, the expenses are considerably increased in obtaining a decision.

From the Rules transmitted to the Registrar by the clerks of the peace, he has been enabled to give a short account of the principal varieties of Friendly Societies, and to state, that although some few notices of Guilds and common chests are to be found in the early periods of history, there is no reason to suppose that Friendly Societies, as at present constituted, existed in England in any number before the 17th century.

The

The first Societies, in point of time, and those which at present exist in the greatest numbers, are the ordinary Benefit Clubs; but very recently a number of societies have formed themselves into what the members of them call an "Order," or Secret Society, to which only the initiated are admissible. These appear in the first instance to have been imitations of Freemasonry. The principal of these societies with which the Registrar is acquainted, or have come under his observation, are called as follows:

Ancient Order of Foresters.
 Ancient Order of Shepherds.
 Independent Order of Rechabites.
 Independent Order of Odd Fellows.
 National Order of Odd Fellows.
 Grand United Order of Odd Fellows.
 Ancient Order of Romans.
 Order of Ancient Druids.
 Orders of Modern Druids.
 Nelsonic Order of Crimson Oaks.
 Sons of Temperance.
 Order of Old Friends.

The same names, with the addition of the name of some town, are often adopted by different societies: thus there is the "Order of Odd Fellows, *Manchester* Unity," and the "Order of Odd Fellows, *Salford* Unity," &c. The number of the members in some of these "Orders" is very great; for instance, in 1856-7 the Manchester Unity of Odd Fellows had 251,008 members, and 3,145 lodges, or meeting places. The Order of Foresters had 125,423 members, and 1,823 courts, or meeting places; and the Grand United Order of Odd Fellows had 40,029 members, and 800 lodges.

The principal peculiarity in these "Orders" is, that while each single society composing the "Order" manages its own affairs, and pays its sick members, and also for interments, the amount paid for deaths is repaid to the society by what is called the "District," which is a combination of a number of societies; and its duty is to spread the total amount paid for deaths over the whole "District," so that each member throughout all the societies forming the "District" pays an equal sum towards the funeral expenses levy made each quarter, whether there has been any death in his society or not; and when the money is so raised by the "District," each society is repaid what has been expended for burials. By this means the fluctuations attending the payment of money de-

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pending on the continuance of life, which are often the cause of small societies being unable to go on, are obviated.

It is much to the credit of these societies that by far the greater number make a small provision for the widows and orphans of the members, and also for the unfortunate and needy among themselves when an occasion arises.

The "Districts" elect delegates, and the delegates so elected constitute the high officials of these societies, who manage their general affairs, and protect the interests of the whole body. A very considerable number of these Secret societies or orders have availed themselves of the protection offered by law, and have had their Rules registered under the provisions of the Acts relating to Friendly Societies; and it should be observed, that the "Secrets," as they are called, are said to be of a very harmless character, and the Registrar is inclined to think are losing much of their attractions and influence.

In the "Orders," when a member changes his residence, he is transferred to another branch of his society, without any period intervening before he can claim his relief, should he require it. Very few other societies are large enough to attain this desirable end; if a member resides at a distance, he often takes no interest in the society, and the society is liable to be imposed upon by feigned sickness, or he leaves it at a considerable pecuniary loss to himself.

There is scarcely any trade or branch of employment which has not its peculiar "*Trade Society*," whose objects are the keeping up the rate of wages, and the bringing the unemployed and those wanting labour together. To this is frequently added a burial fund, and as they are so far Friendly Societies, the Registrar has thought it right to make this reference to them, and also to state that he believes they are very numerous, although there is no *data* respecting them, they not having been enrolled or registered.

It is well known that almost every village and hamlet in England and Wales has its Friendly Society, while the towns and cities have them by hundreds. The correct number of these has hitherto been, and still is, unattainable, because it must be remembered that in these pages reference is made only to the societies which have placed themselves under the protection of the law; and while it is optional with them to avail themselves of this privilege or not, the precise number cannot be known. There is no doubt, however, that there are more Friendly Societies for mutual relief in sickness, &c. in England and Wales, than in the whole of the rest of Europe or elsewhere, as will be seen from the Reports in the *Appendix*.

No less than 26,000 societies have been established according to law in England and Wales between 1793 and 1857, and no subsidy or aid from the State has been granted to them, as has been done in the case of the Friendly Societies on the Continent. In Scotland it appears that about 700 societies have been registered.

From the great difficulty in obtaining on this occasion, in sufficient time, the Returns from the several Friendly Societies (although a form was sent to each society, except those in Middlesex and Lincolnshire) it is impossible to state with any degree of certainty how many of the Enrolled and Certified Societies are still in existence, or of what number of members they consist; as, however, the Registrar will now be enabled at the end of the present year to send a copy of the form of annual statements to each society whose rules have been enrolled or certified, he hopes that in his next Report he will be able to give a detailed statement of the Number of Friendly Societies now in existence, the Number of Members, the Amount of the Annual Receipt and Expenditure, and the amount of the funds, together with such other particulars as may be obtainable.

As the object of a Friendly Society is especially to provide pecuniary aid to relieve the wants of the sick members, and as the amount required depends upon the duration of sickness, it is of the highest importance to know the period of sickness which every individual is liable to experience, so that the pecuniary means required may be known beforehand. To arrive at this knowledge, several collections of the recorded sickness in these societies have been tabulated at different times; but the results have not been conclusive, on account of the *data* from which they were taken having been, in some respects, imperfect. At present, however, it may be stated that the average sickness of a male to be expected during the 32 years intervening between the ages of 18 and 50, is determined with sufficient accuracy for all practical purposes, since there have been three different collections of Returns tabulated independently; and the results given by each are so far identical, that they corroborate each other. These give either a little more or a little less than 260 days as the total amount of sickness to be experienced on an average by each individual during the period of 32 years above referred to. After the age of 50, however, the results arrived at are so widely different, that it may be inferred the true amount of sickness thenceforth experienced remains yet undetermined. But while expressing this opinion, it must be

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admitted that the elaborate Report on this subject, lately made by Mr. Finlaison, the Government Actuary, is entitled to consideration; still, as with respect to the *data* for the advanced ages, it is without corroborative evidence, and cannot be considered as conclusive. The principal difficulty in the way of the solution of this question has been, that the relative proportions of true sickness and the infirmities of age, as well as the proportions of true superannuation, and the so-called superannuation, which is really reduced sick pay, are unknown. With a view to furnish *data* for the settlement of the amount of sickness experienced in the advanced ages of life, he has made a slight, but very important, alteration in the forms which are now issued for the Quinquennial Returns of Sickness, &c. He has provided a different column for each of the classes of relief above-mentioned, as follows:

Date when Pensioned off on Account of Permanent Sickness or Disability.	Date when Superannuated on account of Advanced Age only.
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By this means it is to be expected that *data* may be collected from the *Quinquennial Returns* to be made in 1861, which will be of service in determining the average amount of *true sickness* experienced in the advanced periods of life with greater precision than has been hitherto attainable.

The problem to determine the smallest number requisite to yield the average amount of experience predicted by the tables, is one of great importance. It is clear that a society, for example, of 10 members could not expect that their average sickness, or number of deaths, would agree with that predicted by the Tables, while a society of 50 members would have a greater chance of so doing, a hundred still more, and so on, until we arrive at a point where, having reached the number which yields the average, any addition thereto, however great, would produce no effect in the general average amount of experience.

This *minimum* number, it may be assumed, bears a relation to the number of events which are to happen; and as the number of events to happen connected with sickness among a number of men within a given period, is greater than the number of events to happen connected with mortality within the

the same period, it follows that a larger number of individuals is required to give an average as predicted by the Tables in cases of mortality than is required in cases of sickness. In other words, a burial fund society should consist of as many more members than a sickness fund, as the events to happen connected with the one fund are more numerous than those connected with the other. This view of the matter is confirmed by experience, as it is well known that a society of 200 members will, as regards sickness, be sufficiently large, and the demands made upon it will be very close to those predicted by a correct table; while a burial society of 200 members would yield such different yearly results as would show them to be quite independent of all calculations. It may be inferred then, that in case of a union of the burial funds of several societies, the demands to be met would be very close to the amounts which are predicted by correct tables.

The formation of *Pension Funds* is a necessary part of the Friendly Society system, because it is felt to be insufficient to provide only for the members in sickness, and to furnish means for decent interment. Cases will arise in every Friendly Society where a long period intervenes during which the workman is not ill, and the payment of the funeral money is not required; but the infirmities of age, the incapacity for labour, and other evils which now press heavily on the worn-out operative, render him an object worthy of sympathy and support. But it must be regarded as a principle in this matter, that the support to be given shall have been either wholly, or the greater part, contributed by himself, as otherwise he may at once take the relief afforded by the poor-laws; how is the pension then to be obtained? The general position of Friendly Societies is not of such an established and firm character as to render it advisable to pay contributions for relief which may be wanted in 20, 30, or 40 years time, when the contributor has no other resource, and is too old to begin again to provide for his old age, should his trust have been misplaced. The question of Pensions for old members has not, it is to be feared, been satisfactorily solved by Friendly Societies in this country, and, indeed, from the circumstances of the case, it could scarcely be expected. Nevertheless many attempts have been made, and the subject has always been a source of anxiety to those who have founded societies involving a payment in old age. In *France*, also, as will be seen in the *Appendix*, the question is still undetermined, although great efforts have been made to bring it to satisfactory solution; but the system there adopted in this matter is not applicable

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applicable to this country. Under these circumstances, the Registrar cannot help again calling the attention of the Promoters and Members of Friendly Societies to the subject of the Annuities or Pensions granted by the Government, on advantageous terms, under the provisions of 16 & 17 Vict. c. 45.

Under this Act the Commissioners for the Reduction of the National Debt grant Annuities to an amount not exceeding 30 *l.* per annum to any one person; viz.:

1st. *Immediate* Annuities, depending on *single* lives.

2d. *Deferred* Annuities, depending on *single* lives.

In the case of *immediate* annuities, the purchase-money must be paid down in *one sum* at the time of the purchase, and no purchase can be made for a less sum than 4 *l.* a-year.

In the case of a *deferred life* annuity, depending on a single life, it may be purchased by a *yearly* payment, or by the payment of a certain sum at the time of entering into the contracts; the *purchase-money in both cases returnable*, and the smallest annuity which can be purchased is 4 *l.* a-year. If the purchaser of a deferred Annuity, where the purchase-money is *returnable*, shall die before the annuity becomes due, the money actually paid will be returned to his representative. If during his life he desire to be repaid the sum paid by him, each repayment will be made, if the annuity itself has not become payable.

Again: a party may purchase a *deferred* life annuity by payment of a yearly sum, or by the payment of a certain sum down, the purchase-money in both cases *not returnable*; in this case the annuity may be purchased as low as 1 *l.*, if the money is paid down in *one sum*; but for not less than 4 *l.*, if paid for by yearly sums.

In addition to the foregoing claims of Annuities, the Commissioners are empowered to grant *immediate* annuities, depending on *joint lives*, with benefit of *survivorship*. Every information will be given to parties who may desire to purchase such Annuities on application to the National Debt Office.

No person can legally purchase or hold a larger Annuity than 30 *l.* a-year; but purchasers may over-run, and gradually increase their Annuities, by the purchase of any sum not less than 1 *l.* a-year, up to 30 *l.* a-year.

A husband and wife may each hold any of these Annuities.

Annuities granted through any Savings Bank, Parochial or Friendly Society in *London*, will be *payable in London*, at the *National Debt Office only*; but in the case of all other Savings Banks,

Banks, Parochial or Friendly Societies, it must be stated on the face of every proposal whether the annuitant desires his annuity to be paid at the *National Debt Office*, or at the *Savings Bank, Parochial or Friendly Society*, at which the purchase is made. If an annuitant change his place of residence, he may receive the Annuity at the nearest Savings Bank, Parochial or Friendly Society, at his own election, or at the *National Debt Office* in London.

All Annuities, when due, will be payable by two equal half-yearly payments; thus,

If the annuity be purchased, and the money required for the same shall be actually paid into the account of the Commissioners at the Bank of England or Bank of Ireland, after the 5th day of January and before the 5th day of April,	}	Such annuity will be payable the 5th of July and the 5th of January in every year.
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If after the 5th day of April and before the 5th day of July,	{	Such annuity will be payable the 10th of October and the 5th of April in every year.
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If after the 5th day of July and before the 10th day of October,	{	Such annuity will be payable the 5th of January and the 5th of July in every year.
--	---	--

If after the 10th day of October and before the 5th day of January,	{	Such annuity will be payable the 5th of April and the 10th of October in every year.
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Upon the death of the person during whose life the annuity was payable, a sum equal to *one-fourth part* of the annuity, over and above all half-yearly arrears thereof respectively, will be paid to the person entitled to claim such payment; but the fourth part will not be paid unless claimed within *two years* after the death of such person.

These annuities are not subject to the Income Tax. They cannot be sold by the annuitant.

If any one individual shall be possessed at any one time of any of these annuities *exceeding* in the *whole* the sum of *thirty pounds*, the same will be *forfeited*.

The foregoing annuities may be purchased either at the *NATIONAL DEBT OFFICE*, 19, Old Jewry, London, or at a Savings Bank, Parochial or Friendly Society, or through the medium of Agents, duly authorised by the Commissioners for the Reduction of the National Debt

Copies of the Tables, Instructions, and Forms of Certificates, &c., will be furnished to all parties who shall apply for them by letter, postpaid, addressed to the "Secretary of the National Debt Office, London. E.C."

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In the Appendix will be found a list of the SAVINGS BANKS at which these annuities may be purchased.

The number of these immediate and deferred Life Annuities, purchased to the 5th January 1857 inclusive, is 10,864, for which the sum of 2,071,831 *l.* 18 *s.* 11 *d.* has been paid, in addition to which, 373 annuities have been purchased for terms of years, and for which 53,081 *l.* 17 *s.* 6 *d.* has been paid.

It would appear desirable that in Friendly Societies the scheme of benefits should be confined to providing only RELIEF IN SICKNESS *up to a specified age*, say 60 or 65, and a PAYMENT AT DEATH, leaving the members to purchase Government Annuities, to commence at the age when the *relief in sickness* would cease. A fund for orphans and widows, founded on trustworthy calculations, might be added, if thought advisable. There are two well-known facts, in addition to the *certainty* of the Government Annuities, which appear to favour the adoption of such a plan; viz., that there is a period of life after which it becomes difficult to decide whether inability to labour proceeds from sickness, or old age, or from a combination of the two; and also that many Friendly Societies have been unable to exist in consequence of endeavouring to provide relief in sickness for the whole of life. The following examples will sufficiently contrast the advantages of assuring for a payment in old age by purchasing a Government Annuity to paying for the same to a mutual fund, as in the case of an assurance for old age in a Friendly Society. We will suppose that four persons, *males*, aged respectively 15, 20, 25, and 30, desire to insure 10*s.* a week in sickness until 65, an allowance of 8*s.* a week for life after 65, with a sum of 5*l.* payable at death; all subscriptions to cease when the parties arrive at 65 years of age. We will first state the payments required in a Friendly Society for these assurances, according to the Tables given in the Report on Friendly Societies (Sickness and Mortality 1854, No. 506), and which will be found in the *Appendix*.

	ANNUAL PAYMENTS.			
	Age 15.	Age 20.	Age 25.	Age 30.
	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
For 10 <i>s.</i> a week in sickness, until 65 -	- 11 9	- 12 6	- 13 3	- 14 3
For 8 <i>s.</i> a week for life, after 65 -	- 16 -	1 - 5	1 6 -	1 14 5
For 5 <i>l.</i> payable at death -	- 1 6	- 1 9	- 2 -	- 2 5
<i>£.</i>	1 9 3	1 14 8	2 1 3	2 11 1

The same individuals *insuring in a Friendly Society for sickness relief only*, and purchasing a Government Annuity, would have to make the following annual payments:—

	Age 15.	Age 20.	Age 25.	Age 30.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
For 10 s. a week in sickness, until 65 -	- 11 9	- 12 6	- 13 3	- 14 3
For a Government Annuity of 20 l. a year, to commence at 65, and 5 l. payable at death (see Tables in Appendix)	1 8 4	1 15 -	2 3 4	2 15 -
£.	2 - 1	2 7 6	2 16 7	3 9 3

The difference of the sums appears at first sight to be in favour of assuring a payment for old age in the *Friendly Society's Mutual Fund*; but it should be observed, that in the Friendly Society, if the individual cannot pay up his contributions, all the money that has been paid is forfeited, or if he die before arriving at, in this instance, 65 years of age (which is a very probable case) all the money paid for the old age allowance is lost to his family, who would not receive any part back again from the Friendly Society; but if a *Government Annuity* is contracted for, the money paid in respect thereof will be returned, so that the annuity payment forms likewise a savings fund to meet the chances of misfortune, poverty, or early death.

The members of Friendly Societies sometimes think that their society is getting too rich, and devise some scheme to share the funds, or such part of them as they deem superfluous; but there can be no doubt that in the case of a Friendly Society, *where there is not much fluctuation in the number of members*, there should be an increasing accumulation of funds every year for several years after its commencement. It is clear that as the members grow older every year, so do the demands upon the funds yearly become greater, and to meet these increasing demands, an accumulation is necessary. But it must be admitted that there is a period in such a case when further accumulation becomes unnecessary, and this period evidently must be when the members have reached the highest average age, and consequently the society's liabilities have reached their highest point. To determine when this period has been reached, the following simple plan is suggested. If the total ages of the members in a society be divided by the total number of members, the *quotient* will, of course, be the average age of the members: let this proceeding be continued, and the result be recorded year by year in the following form (which

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(which is the actual experience of a small society), and a period will ultimately be attained after which the average age will not increase, and therefore the liabilities will not be increased. Judging from the experience of the society whose figures we have taken, it requires about 32 years for a Friendly Society thus to arrive at maturity, or, in other words, the expenditure of the society is continually increasing during the first 32 years of its existence.

TABLE showing the Average of Members from the Formation of the Society.

Y E A R.	Number of Members.	Total Age of Members.	Average Age of Members. Years.	Y E A R.	Number of Members.	Total Age of Members.	Average Age of Members. Years.
1793	28	868	31	1824	63	2061	47
1794	47	1496	31	1825	63	3008	47
1795	47	1556	33	1826	60	2883	48*
1796	49	1646	33	1827	59	2796	47
1797	46	1565	34	1828	61	2915	47
1798	46	1541	33	1829	62	2915	47
1799	48	1720	35	1830	66	3067	46
1800	52	1901	36	1831	64	2945	46
1801	57	2095	36	1832	62	2981	46
1802	66	2306	35	1833	64	3007	46
1803	68	2505	36	1834	62	2857	46
1804	65	2471	38	1835	58	2744	47
1805	64	2478	38	1836	64	2963	46
1806	69	2695	39	1837	65	3028	46
1807	74	2910	39	1838	62	2959	47
1808	71	2851	40	1839	60	2861	47
1809	64	2658	41	1840	61	2889	47
1810	66	2719	41	1841	61	Not recorded.	47
1811	62	2584	41	1842	61		47
1812	64	2714	42	1843	61		46
1813	65	2799	43	1844	62		46
1814	71	3062	43	1845	63		46
1815	78	3336	42	1846	61		46
1816	77	3355	43	1847	63		46
1817	77	3369	43	1848	62		47
1818	67	3000	44	1849	59		47
1819	63	2894	45	1850	57		48
1820	60	2788	46	1851	59		47
1821	60	2817	46	1852	55		47
1822	61	2866	46	1853	52		48
1823	60	2850	47	1854	54		48

* Highest age.

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It will be seen that the average age steadily increases during the first 32 years, and then remains almost stationary between 46 and 48 during the 29 years succeeding.

A due consideration of this fact would certainly prevent the sharing of funds in the very improper and illegal manner which has occurred. Such proceedings are not only contrary to law, but also lead to the insolvency of the society; and now, by the 18 & 19 Vict. c. 63, s. 13, no *division* or *sharing* of the funds of a Friendly Society can be legally made, except for the purpose of carrying into effect the *general interests* and *objects* declared in the *rules as originally certified*, unless the claim of any member is first duly satisfied, or adequate provision made for satisfying such claim.

The Tables extracted from the Returns of Sickness and Mortality published in 1854 are confined to *male* members. In this Report Mr. Finlaison says, "It is much to be regretted that facts relative to the sickness of *children* and *females* were not obtainable in greater numbers from the returns from Friendly Societies, and that where information on this point was supplied, that it was of a scanty and unsatisfactory character. There are nevertheless many funds existing for the payment of allowances in sickness to or on behalf of children, which have been formed among the Sunday and other schools in the great provincial towns, and from the experience of these Friendly Societies of a very peculiar class, it is to be hoped that *data* will be forthcoming on some future occasion. In respect of the sickness incidental to the female members of Friendly Societies, there is much reason to believe that it is heavier in amount than that undergone by the males. But unfortunately mention was scarcely made in the returns of the nature of the occupation in which the women were employed. And looking to the striking influence which this consideration displays on the amount of sickness undergone by the males engaged in either class of labour, even still more remarkable effects might have been expected to develop themselves in the quantum of sickness undergone by females engaged in various employments. It would also have been extremely interesting to note, if possible, whether the difference existing between the constitution of either sex presented any influence in relation to the different amount of sickness undergone by the females, and at what particular periods of life, and if there were, in fact, any material excess of sickness really suffered by the weaker sex over that undergone by the male during the period of working life, and also during the 70 years' space elapsing after the age of 15, so as to place them

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them on unequal terms with the male contributors to Benefit Societies.

“There can be no doubt that, in practical experience, the demands made on the funds of the benefit clubs for allowances in sickness are heavier when preferred by the female members. But this may result from two causes, namely, the greater difficulty of searching examination where the delicacy of the sex is respected, and the greater facility of simulation of any slight derangement of the feminine system.

“The more precise determination of the amount of real sickness undergone by the female members of Friendly Societies, therefore, is still a desideratum. It can only be brought about effectually, perhaps, by the growth and encouragement of funds for allowances in sickness which shall be formed for the benefit of females exclusively, and in which careful record of the age, occupation, and other necessary particulars, will be made in respect of each member, and from which trustworthy statements of this information can be obtained. The distinction of sex also should be carefully observed in framing any returns from School Friendly Societies formed among children. But in the absence of better *data* than is now possessed in reference to the female sex, and to the very youthful contributors to the above associations, there exist insuperable difficulties in the way of constructing tables of contribution precisely applicable to the amount of risk incurred. It is to future observation, therefore, that the community must look for the means of more accurately providing those benefits in sickness, which are as requisite to the relief of the industrious females, and the parents among the working classes, who may be suffering under a calamitous source of expense, as they are necessary to the wants of the provident males of the same order of society.”

It will be seen in the Report on Friendly Societies in France (*Appendix* pp. 27. 34) that in the opinion of the Commissioners the charges on the funds in the case of the sickness of *female* members is not so great, or at least does not exceed that of the *male* members. Perhaps this may arise from the different occupations in which *females* are engaged in France to what they are in England, which may be the means of ascertaining the cases of *real* sickness.

There are two other points to which the attention of the officers and members of Friendly Societies should be directed. The first is, a good system of *Bookkeeping*, with a regular audit of the accounts at least every quarter; the
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second point is, that of taking care that no part of the funds not required for immediate use should be allowed to remain in the hands of any officer; but an investment should be made according to law, 18 & 19 Vict. c. 63, s. 32, viz. either in a Savings Bank, Public Funds, or with the Commissioners for the Reduction of the National Debt, or in such other society as the rule of such society may direct, not being the purchase of house or land (save and except the purchase of buildings wherein to hold the meetings, or transact the business of the society), and not being the purchase of shares in any Joint Stock Company, or other Company, with or without charter of incorporation, and not being personal security, except in the case of a member of one full year standing at least, and in respect of a sum not exceeding one-half the amount of his assurance on life, such member providing the written security of himself, and two satisfactory sureties, for repayment; and in case of such member's death before repayment, the amount of such advance, with interest, may be deducted from the sum so assured, without prejudice in the meantime to the operation of such security.

The Trustees of every Friendly Society should be fully aware that if any loss arise to the society through their investing the funds upon any securities than those above-mentioned (which are the only legal securities), they may be called upon personally to make good the loss. Money intended for the support of the sick, allowance in old age, the burial of the dead, and the relief of the widow and orphan, is not a proper fund to invest in speculations. Besides being illegal, it is unjust to risk money saved for such praiseworthy purposes; and the Act of Parliament, in restricting the modes of investment to securities of the highest class, may be said to endeavour to *compel* the members of Friendly Societies to take as much care of their funds as possible. Twenty shillings in the pound, in case of bankruptcy or insolvency, can only be claimed by a legally established Friendly Society *for monies in the hands of any officer of the Society* BY VIRTUE of his office, and in no case where money has been lent to an officer at interest.

The Registrar has made application to the Ambassadors, &c. of Foreign Countries, in order to obtain the fullest information respecting the establishment of Friendly Societies therein, and in the APPENDIX will be found extracts from the Reports, and letters which have been received in reply.

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FRANCE.

In *France* it appears that there are two descriptions of Friendly Societies, one called *Sociétés Approuvées*, and the other *Sociétés Privées*. The former are sanctioned by the Commissioners for the Encouragement and Supervision of Friendly Societies, and are subject to their regulations, and entitled to certain privileges and advantages; the latter are allowed to exist as societies, but are not entitled to the privileges and advantages which the other class of societies possess.

The number of *Sociétés Approuvées*, on the 31st December 1856, was about 1,200, and the number of *Sociétés Privées* was 1,804, and the total numbers of members in both description of societies was, on 31st December 1856, 426,453, of which 47,281 were honorary members; and the reserved funds amounted to 661,292 *l.*, which gives an average of 1 *l.* 16 *s.* per member. The number of *female* members was 47,982.

The Report gives some particulars as to the proportion of sick members, days of sickness, and number of deaths, as well as some remarks on the Superannuation Funds and Pensions.

BELGIUM.

In *Belgium*, in 1851, there were 211 Mutual Aid Societies, with 24,367 members. These societies are regulated by a law of April 1851, the provisions of which will be found in the *Appendix*, and their object is to provide for *temporary necessities*.

Provident Societies have also been established for the benefit of the sick, wounded, infirm, or disabled workmen, their wives and children. These societies have been founded for *Miners*, *Railway Servants* attached to the State Railways, *Fishermen* and *Pilots*, and *Sailors* navigating under the *Belgian Flag*.

In Friendly Societies established for the benefit of *Miners*, a contribution is paid by the workmen, the owners of the mine, and the Government. In five years a sum of 142,031 *l.* was contributed, being an average of 28,406 *l.* per annum. The sum paid in pensions and assistance was 122,909 *l.*, being an annual average of 28,581 *l.* Of this amount, the workmen paid 85,218 *l.*, or an annual average of 17,043 *l.*

In September 1838, by Royal Ordinance, a fund was established in favour of workmen employed on the *State Railways*. In order to raise the necessary funds, a certain deduction is made on the wages of all workmen employed on the railways; and it appears that the assistance afforded during three years and a half amounted in the whole to 7,396 *l.*, divided among—

2,435

- 2,435 Sick workmen,
- 783 Wounded ditto,
- 169 Widows of workmen dying from disease or sickness,
- 14 Widows of workmen dying from wounds,
- 10 Orphans, and
- 91 Workmen pensioned on account of incapacity to work,
arising from infirmity or old age.

Provident Funds for Fishermen and Pilots.

This fund is established by Royal Warrants, of 30th June 1839 and 10th December 1844, and is sustained by a deduction on the Pilot dues.

Provident Fund for Sailors under the Belgian Flag.

This fund was established at Antwerp, by Royal Warrant, 19th September 1845. Its object is to provide assistance, either temporary or permanent, to sailors, and to grant assistance to their widows or families.

The funds are raised by a deduction from the wages of captains, artificers and sailors, by a payment by the owner of every Belgian ship, of gifts and legacies, and of grants and subsidies by the Government, of the fines inflicted for breaches of discipline by the sailors, and of the interest of the reserved funds.

The administration of the fund is in a committee of 10 members, with the Director-general of Marine as President.

The Government subsidy is 400 *l.* per annum.

Independent of the above Institutions and Provident Funds, there are in Belgium, in several factories and workshops, institutions of a similar nature.

AUSTRIA.

In *Austria Proper* there appear to be 30 *Burial Societies*, 58 *Sickness* and *Burial Societies*, and two Societies for *Sickness* alone: in addition to which, Mutual Societies are established in almost every industrial establishment, as well as in the mining establishments.

BERLIN.

Friendly Societies in *Berlin* are under the control of the police, and provide for *sickness* and *death*.

The *Trade Sick* and *Burial Societies* are under the control of the magistrates. In the Appendix, p. 59, will be found the classification of trades, and the number of members in each.

Report.

Societies for the Preservation of Health.

They guarantee for certain payments medical assistance and medicine in case of illness in one society, viz., the "*Friedrichsstädtischen*:" the following is an account of its operations in the year 1854:

3,954	-	Number of prescriptions given.
4,822	-	Number of verbal directions given.
509	-	Men,
789	-	Women,
905	-	Children,
} seen by medical men.		
£.107 cost of medicine.		
1,049	-	Average number of members.

BAVARIA.

Several Friendly Societies exist in *Bavaria*: the funds are derived from contributions paid by the working people, from gifts of the various masters, and from gifts allotted by the governors of the administrative districts.

SPAIN.

Friendly Societies are stated to exist among the working classes in *Catalonia*, and also at *Barcelona*.

POLAND and SARDINIA.

It does not appear that in these countries there are any Friendly Societies.

AMERICA.

The Registrar has not been able to obtain any information respecting Friendly Societies.

AS SAVINGS BANKS must be considered in a great degree connected with FRIENDLY SOCIETIES, the Registrar has thought it might be interesting to give the number and classification of Depositors, and the amount of Deposits for the year ending 20 November 1856—(the Return in detail will be found in the *Appendix*).

The total number of DEPOSITORS was 1,318,047, and the amount due to Depositors, 32,838,733 *l.*; in addition to which, 14,579 Charitable Institutions have invested 699,017 *l.*; and

and 9,046 Friendly Societies, viz. 8,241 in England, 488 in Wales, 97 in Scotland, and 220 in Ireland, have invested 1,408,262*l.*; 560 Friendly Societies also have invested their funds direct with the Commissioners for the Reduction of the National Debt, to the amount of 1,952,336*l.*; so that the *total* number of ACCOUNTS in SAVINGS BANKS in the UNITED KINGDOM was, on 20 November 1856, 1,342,232, and the amount of Investments, 36,898,348 *l.*

The NUMBER of SAVINGS BANKS in the UNITED KINGDOM is 599; viz. in *England* 469, in *Wales* 31, in *Scotland* 47, and in *Ireland* 52; and the *average* amount due to each Depositor in *England* is 25*l.*; in *Wales*, 26*l.*; in *Scotland*, 15*l.*; in *Ireland*, 29*l.*; and in the United Kingdom, 24 *l.*

In the year ending 20 November 1856, as compared with that ending on 20 November 1855, the DEPOSITORS have *increased* in *England* 35,248, and the amount invested, 543,250*l.*; in *Wales* the *increase* has been 1,667 in number, and 30,744*l.* in amount; in *Ireland* the Depositors have *increased* 3,042, and the Investments 106,073, but in *Scotland* there has been a *decrease* of 3,846 Depositors, and 89,708*l.* in Investments: this decrease, however, is to be attributed to the facilities of investing small sums in the Scotch Banking Companies (some of which have a Savings Bank department), at a rate of interest exceeding that allowed by Savings Banks, in addition to which, the investments are not limited to any particular amount.

In the APPENDIX will also be found an account of the number of persons who were entitled to DIVIDENDS on the PUBLIC DEBT, payable at the Bank of England, on the quarter days ending 10 October 1856 and 5 April 1857, as well as those in January and July 1857, from which it will be seen that, in the year ending July 1857 (being the April and July days of payment)

92,205 were entitled to Dividends not exceeding £.10 per annum.

43,287 " more than £.10 and not exceeding £.20

89,601 " 20 " 100

23,008 " 100 " 200

13,012 " 200 " 400

3,742 " 400 " 600

1,421 " 600 " 1,000

1,138 " 1,000 " 2,000

354 " 2,000 " 4,000

227 " 4,000 per annum.

268,995 TOTAL NUMBER of ACCOUNTS for the PUBLIC DEBT.

Report.

In comparing these two accounts, it will be seen that the NUMBER of DEPOSITORS in Savings Banks is five times more than the number of persons who were entitled to DIVIDENDS on the PUBLIC DEBT, and that in Savings Banks there were 186,352 Depositors, whose average was 5s. each, and that there were 619,208 DEPOSITORS (nearly one-half) whose investments were under 10 l. each, and that of the number of persons who were entitled to DIVIDENDS, 92,205 received under 10l. each, 43,287 more than 10l., but under 20l., and 89,601 received more than 20l., but under 100l.; so that, out of 268,995 persons who received DIVIDENDS, 225,093 were under 100l. *per annum*.

In *Savings Banks* the number of DEPOSITORS whose investments exceeded 200l. were only 1,519, and the number of persons receiving DIVIDENDS exceeding 4,000l. *per annum* was only 227.

John Tidd Pratt,
Registrar of Friendly Societies in England.

London, 10 August 1857.

APPENDIX.

Appendix.

FRIENDLY SOCIETIES IN FRANCE.

[EXTRACT from the REPORT made to the EMPEROR by the Superior Commission for the Encouragement and Supervision of Friendly Societies, 1856.] Friendly Societies in France, 1855.

THE last Report, up to the 31st December 1854, showed the existence of 2,940 Friendly Societies, comprising 351,101 members, of which 35,300 were honorary, and 315,800 were participating members.

For the year 1855 there has been an augmentation of 163 societies, with 35,461 members, of which 6,134 were honorary, and 29,327 were participating members, making a total of 3,123 societies (of these 1,063 were what are called *Sociétés Approuvées*, and 2,060 *Sociétés Privées*),* comprising 386,562 members, of which 41,434 were honorary, and 345,128 participating.

The receipts for the year 1855 were	-	-	£. 246,804
The payments were	-	-	197,031
Excess of receipts	-	-	49,773
Which brings the capital to	-	-	£. 583,133

At the birth of the Imperial Prince the Emperor granted 20,000 l. to Friendly Societies, and 8,000 l. especially to the formation of pension funds. The subsidies have been distributed this year according to the rule adopted in previous years by the Commission, and approved by the Minister of the Interior. The aid has been freely given to new societies, but more rarely and more restrainedly as the societies become enabled to exist by themselves. The funds have also been used to encourage generous efforts, or to recompense notable progress. They have also served several times to save societies from ruin, which they were menaced with by the imprudence of their rules.

A sum of 5,157 l. has been divided between 271 societies during the year 1855.

A very

* The difference between the two classes of societies is, that one is *approved*, the other is merely *allowed*.

Appendix.

Friendly Soci-
ties in France,
1855.

A very excellent regulation has been introduced in the greater number of rules which have been approved, requiring that the rules shall be revised every five years.

The time for the revision of the societies founded in 1852 is near at hand, and as in that year the Article 20 of the Organic Decree of the 26th of March was promulgated, they have been all exposed to the dangers attendant on novelty and inexperience. Although the greater part of them are free from anything menacing their existence, several dating from that period require reform and modifications. The experience made during the five years will not have been lost. The statistics will enable us to establish, with some certainty, the just proportion between the subscription and the relief; between the age of admission and the admission tariff. By their aid it may be possible to determine the epoch of the member's life when an annual pension ought to take the place of the daily payment, which becomes too heavy by the increase of sickness which old age brings with it. The Commission has not ceased since the commencement of its labours to prepare the elements for this revision, and to fix the principles by which it ought to be directed; and it hopes, when the time shall have arrived, to establish the organisation of these societies on still more solid bases.

The Commission has endeavoured to solve the grave question raised last year on the affiliation which ought to exist between different Friendly Societies. It has already favoured this connexion between the municipal societies of Paris, and has invited them to agree to an interchange of members and medical assistance. Almost all have adopted the rules which have been proposed for this purpose, and at present a member changing his quarter is no more exposed to lose the right which he has acquired. The departments have not been behindhand. Many societies at present receive without entrance fee those who have belonged to another society of the kind in another part of France.

MEAN Average Number of Honorary and Participating Members.—
Entries and Exits.

The members registered on the 31st December 1855, to the number of 345,128, were not all present during the entire year. A certain number entered during the year. On the other hand, all the members registered on the 1st January, to the number of 327,984, were not present during the entire year. A certain number of them went out by death, by expulsion, or by radiation. Neither of these numbers, therefore, represents the real and constant number of members for all the year, but we may admit that the new members entered equally in the different months of the year, and, consequently, consider every one as having been present six months. The same may be said of the members who left. In making the correction resulting from this supposition, whether with the number of members on the 1st January, or on the 31st December, we may consider that the
number

number resulting represents the effective strength which has been present during the whole year without change. These corrections on the effective strength produce the mean average of effective strength between the 1st January and the 31st December.

Appendix.

Friendly Societies in France, 1855.

The following Table shows the mean averages of the two kinds of Societies and the two sexes:

	Approved Societies.		Allowed Societies.		All the Societies together.	
	Men.	Women.	Men.	Women.	Men.	Women.
Effective strength on 1st January 1855 - - - -	101,438	15,198	187,730	23,618	289,168	38,816
Effective strength on 31st December - - - -	111,031	17,545	192,361	24,191	303,392	41,736
Average - {	106,234	16,371	190,045	23,904	296,280	40,276
	122,606		213,950		336,556	

The following shows the number of *honorary* members in the same manner as the preceding Table:

	Approved Societies.	Allowed Societies.	All the Societies together.
Effective strength on 1st January 1855 - - - -	26,305	11,308	37,613
Effective strength on 31st December - - - -	29,798	11,636	41,434
Average - - -	28,051	11,472	39,523

The average number of honorary members is, therefore, near 12 per cent. (11.74) on the number of participating members. The total movement of the members in entries and sorties in the year 1855 was as follows:

Appendix.

Friendly Societies in France, 1855.

	Approved Societies.		Allowed Societies.		All the Societies together.		General
							Total.
	Men.	Women.	Men.	Women.	Men.	Women.	
Entries - -	20,622	4,596	22,704	3,097	43,326	7,693	51,019
Sorties - -	11,029	2,249	18,073	2,524	29,102	4,773	33,875
	31,651	6,845	40,777	5,621	72,428	12,466	84,894

In comparing the number of sorties with that of the entries, we find that in the approved societies there are 52 sortants out of 100 entrants, while, in the allowed societies, there are 77 sortants out of 100 entrants. These numerous sorties show the wandering character of the working classes.

The mean averages of effective strength given in the foregoing Table are necessary, in order to know the amount per head during the year of the receipts, payments, the days of sickness paid, or any other annual element.

Before the publication of the First Report of the Commission, it was not suspected that in France there existed a great number of societies consisting exclusively of Females. Concentrated in a few departments, the fact of their existence had scarcely passed the limits within which their beneficial influence was exercised. The returns, prepared according to the directions of the Commission, by the Friendly Societies in each department since 1852, show that several thousand women are united in Friendly Societies, and that they administer their own affairs, generally, without external help, without Government, or Departmental, subsidy. This fact is a triumphant answer to the opinion still spread among the greater part of societies concerning the excessive expenses occasioned by the Females, according to which opinion Females are especially excluded by the rules of a great number of societies.

As this opinion still prevails in a great number of localities, it has been thought advisable to enter into details at some length concerning the societies formed exclusively of Females.

One hundred and fifteen societies of this kind have furnished complete statements for the year 1855; 15 only belong to the category of *approved* societies, and of these 15, five only existed before the Decree of 1852, the other 100 are *allowed* societies, the majority of which have been in operation more than 10 years, and a large number more than 20 years. They give the results contained in the Table following:

REGIONS.	Number of Societies.	Number of Honorary Members on 1st January 1855.	Number of Ordinary Female Members on 1st January 1855.	ENTRIES.		SORTIES.		Number of Honorary Members on 31st December 1855.	Number of Ordinary Female Members on 31st December 1855.	Sick Members Assisted.	Days of Sickness paid for.	Deaths.	Funds on the 1st January 1855.	Funds on the 31st December 1855.
				Honorary Members entered in the Year.	Ordinary Members entered in the Year.	Honorary Members left during the Year.	Ordinary Members left during the Year.							
Seine - - -	12	-	500	-	37	-	27	-	510	127	1,974	0	£.	£.
Lower Rhine - -	14	-	911	-	51	-	95	-	867	214	5,231	31		
Maine et Loire -	1	8	7	-	1	-	-	8	8	5	121	-		
Haute Marne - -	1	3	31	-	3	-	-	3	34	8	203	-		
Isère - - -	20	318	3,010	32	108	6	125	344	2,003	1,288	15,521	53		
Haute Garonne -	52	466	5,001	28	372	30	227	484	6,046	464	33,243	183		
Gironde - - -														
Landes - - -														
Lot et Garonne -														
Lower Pyrenees -														
Tarn - - -	52	466	5,001	28	372	30	227	484	6,046	464	33,243	183		
Tarn et Garonne -														
TOTALS - -	100	815	10,360	60	572	36	474	830	10,458	2,126	56,383	273	8,494	9,194

From this Table, it appears,—

1st. That 10,409 females, on an average, were present during the whole of the year 1855 in the 100 allowed societies, which gives an effective strength of more than 100 females for each society, a number which many persons consider sufficient for compensating the chances of sickness and death.

2d. That all these societies, within three or four, pay an allowance in sickness, the same as the men's societies.

3d. That the number of days' sickness paid for in 1855 was 5·82 days per member, being three-tenths less than that for all France.

4th. That the number of members sick was 20 per cent., the average for the whole of France being 29½ per cent.

5th. That the sickness had an average duration of 26 days per sick person, the average for France being about 20 days.

6th. That 23 per cent. was the mortality on the number of members, and 13 per cent. on the number of the sick.

Appendix.
 Friendly Soci-
 ties in France,
 1855.

7th. That the average number of honorary members was 8 per cent. on the average number of the benefit members, while for the whole of France it is about 12 per cent.; thus female societies have less external help than those composed of males.

8th. That the reserve of capital at the end of the year was about 18 s. per member, while the general average is near twice as much.

9th. That the receipts of the year have exceeded the payments, and produced a saving of about $8\frac{1}{2}$ per cent. on the reserved capital at the beginning of the year. The average saving for the whole of the societies is about $9\frac{1}{2}$ per cent.

[The Report states that nine societies in the Basses-Pyrénées expended nearly all their surplus, and thereupon presents the following reflections:—]

If these nine societies of the Basses-Pyrénées had been *approved*, instead of being simply *allowed*, each one of them might have claimed a subsidy, which they would have obtained. They would thus have established the equilibrium in their budget which was accidentally deranged by extraordinary expenses, reducing the reserve to about 15 d. per member. The greater number of female societies are not aware that in the *approved* societies, composed exclusively of their own sex, the presidency devolves upon a female, who receives her nomination from the Emperor, the same as the president of a society of men.

PENSIONERS.

Infirm and Incurable Members.

Many old societies designate as infirm or incurable those members who continue to be sick after a certain period, six months, nine months, or a year, according to the rules. The greater number of these individuals, however, are far from being really infirm or incurable, but by the simple fact of the continuance of their sickness they are assimilated with the infirm and incurables in the true and complete acceptation of the word, and, like them, only receive a very small allowance. It results, therefore, that the persons described as pensioners are of two sorts; the first consists of real pensioners, old, infirm, and incurable persons, who receive a small allowance, either fixed and constant, or depending on the state of the funds, to the end of their days; the second consists of members who are treated in a pecuniary point of view the same as the preceding, because they are temporally assimilated to them. The variations of the first series being governed by the deaths, and by the arrival of the members at the period of retirement, may be stated beforehand, correctly enough, from the Table of the ages of the members, but the variations of the second series, being a consequence of the number and duration of the diseases reputed to be chronic, cannot be anticipated; it is impossible, therefore, to deduce any precise results from the Tables in this respect.

The

The confusion will continue until the societies are obliged to give a more circumstantial account of these two series of pensioners.

Appendix.

Friendly Societies in France, 1855.

The following are the results for the different years :

Pensioned, Infirm, and Incurable members	} on 31st December	1855	-	-	4,463
		1854	-	-	3,342
		1853	-	-	3,723
		1852	-	-	3,443

PROPORTION OF SICK MEMBERS.

The following shows the proportion of sick members relative to the whole number, for the years

1855.	1854.	1853.
29.6	30.4	29.00
per cent.	per cent.	per cent.

Out of 274,249 members, 81,099 have received sick pay, making a total of 1,672,828 days for which sick pay was received. This gives an average of about six days of sickness to each member, supposing that each member had experienced the same number of days of sickness, and of 20½ days for each sick member, supposing that all the sicknesses were of the same duration.

The following shows the comparative number of days of sickness :

	1855.	1854.	1853.	1852.
Average number of days' sickness per member - -	6.100	6.152	5.527	6.148
Average duration of sickness per sick member - -	20.6	20.4	19.12	—

Here is a proper place to remark, that many societies return as sick those members who merely have had medical advice, which makes the proportion of sick members too high, and the duration of the sickness too low.

Appendix.

The preceding Tables comprise all the ages. The following is the same subdivided into four periods of 20 years each :

Friendly Societies in France, 1855.

	From 16 to 35.		36 to 55.		56 to 75.		76 to 95.	
	1855.	1854.	1855.	1854.	1855.	1854.	1855.	1854.
Proportion per cent. of sick members - - -	28.3	29.0	29.0	29.9	34.3	34.0	36.0	36.3
Average number of days' sickness per member -	4.9	4.9	6.0	6.2	10.0	9.2	16.5	15.8
Average duration of sickness per sick member -	17.2	17.0	20.5	20.6	29.3	27.4	44.6	43.6

The preceding Tables ought to put beyond all doubt a physiological truth, long well known and clearly proved in England, but which still meets with incredulity in France by many persons who base their opinions on exceptional results given in the course of a year or two by a single society with which they happen to be acquainted. This truth, or rather this law of the human race, is the increase of the number of the sick, and of the duration of the sickness, in proportion as age advances. It appears also that an increase in intensity of provident habits is in existence based upon age in the same way as the natural law of sickness, in other words, the societies, when they comprise unitedly a certain number of members, seem to obey a law of composition which unites, in almost the same proportions, individuals of the different successive ages from 16 upwards, so that we constantly find almost the same proportions of members who are young, middle-aged, in years, and aged.

This explains why the Commission finds every year the same number, generally about six, for the number of days' sickness which would be paid on an average to each member, if all the members had an equal share of sickness. There is a compensation which makes itself felt every year between the old and young members, and which maintains a plainly constant average.

It must not be forgotten that the days of sickness of which we have been speaking, are only the days of sickness which are paid for, and not the days of sickness really experienced. The two are not exactly the same.

NUMBER OF DEATHS.

In 1855 - - - - -	1.48 per cent.
1854 - - - - -	1.58 „
1853 - - - - -	1.16 „
1852 - - - - -	1.33 „

The proportions of 1855 and 1854 show the effects of cholera.

RECEIPTS AND PAYMENTS.

Appendix.

Friendly Societies in France, 1855.

The Receipts for 1855 are composed of the following items :

	SOCIETIES.		TOGETHER.	
	Approved.	Allowed.		
	£.	£.	£.	£.
Government Subsidies, ditto from General Councils, ditto from Municipal Councils, Gifts and Legacies - -	11,110	6,820	17,930	} 36,290
Subscriptions of Honorary Members -	13,601	4,759	18,360	
Subscriptions of Participating Members	51,975	109,379	161,354	} 173,722
Fines - - - - -	990	3,915	4,905	
Entrance Fees - - - - -	2,954	4,509	7,463	} 22,130
Interest - - - - -	6,390	15,740	- - -	
From various sources - - - - -	4,689	9,973	- - -	14,662
£.	91,709	155,095	- - -	246,804

From 1852 to 1855, both inclusive, the total amount of subsidies, donations, and contributions of honorary members was no less than 130,000*l*.

The Payments for 1855 are composed of the following items :

	SOCIETIES.		TOGETHER.	
	Approved.	Allowed.		
	£.	£.	£.	£.
Medical Fees - - - - -	8,678	14,415	23,093	} 128,759
Cost of Medicines - - - - -	9,681	14,829	24,510	
Paid in Money for Sickness - - -	27,374	53,782	81,156	} 12,746
Paid in Money for Funeral Expenses -	2,646	5,360	8,006	
Assistance to Widows and Orphans -	779	3,961	4,740	} 20,775
Pensions for continued Sickness -	1,254	5,156	6,410	
Pensions on account of Old Age - -	2,684	11,681	14,365	} 11,835
Expenses of Management - - - -	4,467	7,368	- - -	
Other Expenses - - - - -	8,937	13,978	- - -	22,915
£.	66,500	130,530	- - -	197,030

The excess of the receipts added to the capital which the societies possessed at the commencement of the year, gives a reserve of 598,844*l*.

The amount of funds reserved, divided by the number of members, gives 1*l*. 16*s*. as the amount of reserve per head.

The average rate of contribution received from each of the honorary members in 1855 was between 9*s*. and 10*s*. There has been a decrease in the amount of the average contribution of honorary members, caused, in a great degree, by the admission of a great number of new ones at very low rates, and, especially in the rural districts,

Appendix.

Friendly Societies in France,
1855.

districts, who themselves pay only 2*d.*, 1 $\frac{1}{2}$ *d.*, and even 1 *d.* per month contribution.

The number of Honorary members has increased, but their average contribution has diminished. This result is not to be regretted, as it shows the sympathy which Friendly Societies have acquired among the proprietors of the soil.

It appears that the societies have a tendency to increase the entrance fees. This tendency is good and ought to be encouraged. Although it may be desirable to admit anybody almost without conditions at the commencement, it would not be just to admit, at a later period, at the same rate, those who have refused the advantages previously offered to them. The man of middle age, who is somewhat removed from the period when his youth guaranteed him from sickness, and when the society made a reserve fund out of the savings from the contributions, must be made to pay an entrance fee. Would it be just that he should come and take his part of the common fund without giving his contingent? and which, after all, by reason of the honourable sentiments of the members, is much inferior to what his contribution would have produced if he had entered ten or twelve years sooner. The same sentiments have determined many societies not to exact the entrance fee in one payment, as this might postpone the admission of good members to an indefinite period. They spread the entrance fee over a number of years, and add it to the contribution. Before quitting this subject, the reflection presents itself that every member that leaves a society, otherwise than by death, abandons to it the entrance fee which he has paid. We may thus calculate the amount of capital which the societies inherit, as we may say, each year, from the members who leave them. We may also calculate, for example, that a man, aged 35, who, on entering, pays 8*s.* 4*d.* as entrance fee, and who has before him an expectation of 33 years of life, would have to his credit at the period of his probable death, at 68 years of age, in calculating the interest at four per cent., rather more than 30 *s.*, a sum almost equal to the average expenses of burial. It is desirable that this consideration should enter into the settlement of the entrance fee, and the result would be that the societies would have one more security, since every member in paying his entrance money, would assure, according to the laws of probability, the payment of his burial expenses.

[At the end of the Report follows a list of the names of the presidents of the *approved* societies, with the date of the decree of their nomination by the Emperor.]

[EXTRACT from the REPORT made to the EMPEROR by the Superior Commission for the Encouragement and Supervision of Friendly Societies, 1857.]

IN calling upon the *approved* societies to revise their rules, after five years of existence, it appeared to the Superior Commission that this delay was necessary, in order to appreciate the chances of their duration, and the value of the system on which their organisation is founded.

founded. Before proceeding to this revision, it appeared desirable to submit the whole of the societies to a general examination, and the comparison of the five years since the decree of March 1852 gives the following items :

At the end of the year 1852	the total number of societies was	2,438
" " 1853	" "	2,773
" " 1854	" "	2,940
" " 1855	" "	3,123
" " 1856	" "	3,404

Between 1852 and 1857 more than 200 of the *allowed* societies have ceased to exist, and have been almost all replaced by *approved* societies, which brings the number of societies formed since the Decree of 1852 to about 1,200.

The number of members

On the 31st Dec. 1852	was	271,077	of which	21,635	were	honorary
" " 1853	"	318,256	"	28,810	"	"
" " 1854	"	351,101	"	35,300	"	"
" " 1855	"	386,662	"	41,434	"	"
" " 1856	"	426,453	"	47,281	"	"

The reserved funds amounted

On the 31st December 1852	to	£. 428,595
" " 1853	"	483,582
" " 1854	"	533,283
" " 1855	"	599,124
" " 1856	"	661,292

From which it appears that, during the five years,

The total number of societies has increased 40 per cent.

The total number of members " 57 "

And the total reserved funds " 54 "

From these figures it is easy to perceive that the progress of Friendly Societies has not diminished in the slightest degree ; nothing has been able to retard it ; neither the dearness of provisions, nor the cholera, nor the war. It would appear to be the regular fulfilment of a law independent of external vicissitudes, and which instils forethought into the minds of the labouring population, without being interrupted in its course by the scourges which might be expected to obstruct it.

The introduction of Honorary members, which was scarcely known in the old societies, and which the new legislation especially tends to encourage, has undergone a rapid developement since the promulgation of the decree. From 1852 to 1857, the number of honorary members has increased from 20,192 to 47,281. Great progress has also been made as regards the admission of Female members.

At the end of 1852	there were	26,181
" " 1853	"	33,482
" " 1854	"	36,332
" " 1855	"	41,736
" " 1856	"	47,982

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We are happy to be able to say that experience has not justified the objection, so often repeated, that the Female members would soon exhaust the funds, because their days of sickness are much more numerous than those experienced by the men. Statistics demonstrate that the proportion of days of sickness is almost everywhere the same for both sexes. Slight indispositions are more common to the females, but the chance of accident is much greater with the men, and thus in fact there is almost always a compensation.

If in some places the admission of Females has caused a slight extra expense, the societies, true to the charitable spirit on which they are founded, have supported, without complaining, this little addition to their expenses, and, at a small sacrifice, a most important principle has been maintained.

In some places the visiting and care of the sick has not been sufficient for the zeal of the presidents and officers. They have endeavoured each year to enrich the societies under their direction with new benefits, among which are,

The patronage of the children of the members.

The schools which have been opened to them.

The rewards which have been given for work and good conduct.

The sisters of charity called to the bedside of the sick.

Linen lent to the poorer members.

Libraries open to all the members.

The adoption of orphans.

Assistance to widows.

The indemnity, under the shape of daily labour, for the cottager who is by sickness prevented from cultivating his own ground.

Loans on the sole guarantee of the honour of the debtor.

And lastly, the ingenious idea of extending the principle of association to the purchase of the most important necessities of life.

During the five years no question has been more debated, or made greater progress, than that of Superannuation Funds. This at last appears to have been brought to a solution, which appears to satisfy all the requirements of the problem.

Pension funds, which are one of the principal attractions of Friendly Societies, rested in the old societies on the most uncertain basis, on the most erroneous calculations, and the most imaginary experiences. They figured in the rules as matter of right, and prepared the members for the most doleful dissatisfaction, or the society for inevitable ruin.

The Decree substituted for this illusory obligation the simple power of taking from the reserve fund, and especially from the subscriptions of the honorary members, a portion destined to assist the old and infirm.

The law granted to the *approved* societies the right to place this portion of their disposable funds at the Caisse Général de Retraites, which is much more advantageous than in the provincial caisse (or bank), on account that it has the powerful organisation of the State, its solid guarantee, and its gratuitous administration. Some societies entering on this course shared, at the end of each year, the disposable
portion

portion of their reserved fund among all the members in the shape of deposit books on the *caisse* (or bank).

But the share of each one was so small, at the end of 20 or 30 years it produced so little interest, that it did not appear sufficiently attractive to encourage the member to increase his future pension by investments of his own; besides, once out of the general fund, and entered on the deposit book of the member in his own name, it was a difficult matter to get the money to return to the society, which very often lost all trace of those wandering members who have no ties to attach them to any place. It remained, then, to find a plan which would permit the society to grant pensions to its aged and infirm members, at the same time assuring the return of the capital destined for the pension, and making of it one more tie between the member and the society.

The organisation of the pension funds has fulfilled all these conditions. A special account has been opened by the "*Caisse des Dépôts et Consignations*" in the name of each society, which pays in such sums as can be spared without danger from the reserved fund; and the interest of these monies is distributed in the shape of annuities among the aged members chosen by the general meeting from those who are above 50 years of age, and have been at least 10 years in the society. At their death the capital of the pensions returns to the society, to be used again in the same manner by other members, who fulfil the same conditions.

The sum of 20,000 *l.*, given on the occasion of the birth of the Imperial Prince, has been distributed among all the *approved* societies, at the rate of 3*s.* 4*d.* per member, as a beginning of this pension fund. More recently, on the proposition of the Commission, the Minister of the Interior has authorised the distribution of 12,000 *l.*, deducted from the Government grant, among the societies which have, in conformity with the Decree of the 26th April 1856, voted a deduction from their reserve to form pension funds. The system adopted in this last distribution has naturally been advantageous to those societies which showed the greatest good-will, and made the greatest sacrifices.

At the present time 1,022 societies have opened an account at the *Caisse des Dépôts* for pension funds: 870 of these having voted within the specified time a deduction from their reserved fund, have been comprised in the distribution of the 12,000 *l.*

The total of the sums voted by the societies amounts to nearly 24,000 *l.*, and that of the investments, made up to the 30th June last, in the *Caisse des Dépôts* to - - - - - £. 22,453
The Government grants amount to - - - - - 31,260
And the interest due to the 31st December last - - - 602

Which brings the total of the pension funds to - - £. 54,315

There are 40 pensions payable in 1857, which, altogether, amount to nearly 80 *l.*; the amount of these pensions varies from about 25 *s.* to 5 *l.*

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We hope that such a result will stimulate the zeal of those societies which have not yet formed pension funds. Already, since the distribution of the 12,000 £., several societies have arrived at a decision favourable to their institution. Too late to be comprised in the distribution of this year, they will find their place in the next distribution.

The Commission hopes, that while administering the Government grant with prudence and economy, by only giving assistance to those societies which have got into debt by reason of epidemics or exceptional circumstances, it will be able each year to find sufficient sums to encourage and facilitate the efforts made by these societies for the benefit of the sick and infirm. The future can only improve the present state of affairs. Already many societies have acquired, by the generosity of their honorary members, and the good administration of their funds, a reserve capable of supporting all the expenses which may arise from an extraordinary portion of sickness or deaths. By reason of this prosperity the subscriptions of the honorary members and the assistance of the State would appear to be useless; but now all these sums find their proper place in the pension funds. The creation of pension funds renders the assistance of honorary members to Friendly Societies indispensable. Who is the truly generous man that would desire to abandon the institution at the moment when he can render it the greatest service, in assuring to the aged that repose and comfort of which they are in need?

In conclusion, the system brought into operation by the Decree of the 26th April 1856 perfectly attains the proposed end. No portion of the funds can be turned aside from its destination; they are never useless; when they are not wanted for pensions they produce interest, and their momentary repose increases the power of action in the future. Belonging to all, they are the hope of each one. It is true that nobody has that absolute right which hung over the old societies a perpetual menace of ruin, but each one has the prospect of having them in his turn, and sees that as the funds increase, so do the chances of assistance and comfort for the old age of himself and his fellow members.

It is beyond question at the present day that to fulfil its engagements, even when confined to medical aid, medicine, and the payment of a sum in sickness, a society having no resource but the subscriptions of its participating members, ought, first, to make the monthly subscription equal to the daily sum paid to the sick; secondly, to limit to six months, as a general rule, the duration of such payment, which should also follow a decreasing progression; and, thirdly, to leave to the determination of the committee the duration and amount of assistance, according to the state of the funds, if the sickness is prolonged beyond six months.

The proportion of the sick to the number of members has not varied much during five years; it is from 29 to 30 per cent. The statistics give an average of between five and six days of sickness per member, and about 20 days of sickness to each sick member.

The Commission, in making use of the Government grants, has followed the course which the true interests of these societies pointed out. It commenced by assisting the formation of those founded in virtue of the Decree of 1852, and at the present time every society which

which is *approved* receives assistance towards the expenses of its establishment. Afterwards, sums are granted from the subsidy in order to increase the reserved funds so as to render them sufficient for any extraordinary calls made by the sick. It is by these means that all the societies visited by the cholera or by exceptional calamities have received immediate and efficacious assistance.

Since the establishment of the pension funds, the greater portion of the annual sum granted has been distributed, as has been already stated, between the societies which have made sacrifices to assure pensions to their old and infirm members.

These distributions, while making the best and most charitable use of the Government money, are not calculated to accustom the members of the societies to look to the Government in order to avoid fulfilling their personal obligations. It is by means of the sacrifices and savings of the members that every society ought to provide for its ordinary requirements.

Such is the plan recommended and followed by the Superior Commission. It is disposed to encourage every commencement, to assist all those wanting support, but it is obliged to resist the tendency which impels the richer societies to address themselves to the Government every year to increase their reserved funds, and to add to their savings. The *approved* societies ought the rather to guard against this tendency, because the habit of having recourse to the Government subsidy would become an argument against the approval itself, and the institution must not lose its mutual character to take that of official liberality.

The Departments and the Communes have added their assistance to that of the State in favouring the formation and development of Friendly Societies.

The sums voted for this object by the General Councils in 1854, 1855, and 1856, form a total of 4,662*l*. The amount voted by the Municipal Councils cannot be exactly stated, but it is much greater than that of the General Councils.

The Commission has met with two objections in its efforts to bring the old societies under the approval of the authorities. The first is raised by the compulsory investment of the funds of the society with the Government. A certain number of these societies still prefer to invest with private persons engaged in commerce or manufactures; they do not see that in accepting their funds the State gives the most serious guarantee for the deposit. Domestic vicissitudes and commercial catastrophes daily bring ruin on those who trust the credit of individuals. The State has betrayed no person's confidence; even the revolutions of later years have been powerless in making it fail in its engagements. The comparison is easy to make between investments in the public funds in the most agitated times, and those trusted to the most safe bankers or to the most solvent individuals. The first remain still intact; how few among the others have withstood the tempest?

It is also made a subject of reproach to the *approved* societies that they abandon the administration of their funds and the direction of

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of their affairs in admitting the Honorary members to their councils, and especially in giving up the nomination of their president. The experience of these five years gives a triumphant answer to this reproach. Nowhere have the honorary members taken any part in the affairs, except to introduce more regularity in the management, more order in the accounts, or more exactness in carrying out the rules. Too often in the *allowed* societies, where the habits of business, and also leisure are wanting, the management and carrying on of the society are delivered into the hands of a paid servant, who becomes the absolute master of it. In the *approved* societies the information and business habits of the honorary members, seconded by the good sense and good instincts of the workmen, are useful in settling questions, in solving difficulties, and in taking the initiative in practical improvements. Lastly, all propositions being submitted to discussion and to the votes of general meetings, the society itself pronounces its judgment while comprehending the subject discussed.

The nomination of the President by the Emperor has been the most striking testimony given by the Sovereign to the importance, every day becoming greater, of Friendly Societies. This nomination in general does nothing more than confirm the choice of the whole society, coming as it does, sometimes to the Founder, sometimes to the President elect, always to a man whose antecedents naturally place him at their head. The Presidents are aware that their authority, on account of its high origin, brings more force with it to defend their societies, and to see that their rights are protected by the Government. When the law, for the sake of public security, enforces on all the *allowed* societies the severe regimen of a daily inspection, and only allows them a precarious existence which may at any time be disallowed, the presence at the head of the society of a president invested with the confidence of the Government, puts it out of the reach of all suspicion, and becomes the best guarantee of its independence and also of its duration.

[Here follows a list of names of persons who have been rewarded in 1857 by the Emperor for their services to Friendly Societies, comprising

- 2 named Knights of the Legion of Honour.
- 20 have gold medals.
- 35 have silver medals.
- 77 have bronze medals, and
- 27 have honourable mention.]

TOTAL 161

FRIENDLY SOCIETIES IN BELGIUM.

(From the REPORT of M. DUCPETIAUX, Member of the Central Statistical Commission).

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Belgium.

EXTRACT from the "Institutions de Bienfaisance de la Belgique,"
Bruxelles, T. Lesigne, Rue de la Charité, 18 Faubourg de Lovain,
1852.

MUTUAL Aid Societies are especially instituted to assist sick working men: one kind confines itself to giving relief in money; another kind, smaller in number, adds to this medical assistance and medicine; some also pay the funeral expenses, and give pecuniary relief to the family in case of death.

The origin of many of these societies is very ancient, others have existed only a few years; some are instituted by the working classes themselves, others by their employers. Their organisation is of infinite variety; if the rules of some are irreproachable, and may be taken as models, there are others where much is wanting in this respect. The funds of some are deposited in savings banks, of others with the treasurers or directors.

At the end of the Report made by M. T. Kint de Naeyer on the proposed law relating to Mutual Aid Societies in the Session of the Chamber of Representatives, of 21st January 1851, we find a list of societies of the kind existing in Belgium. This list contains for each society its name, place of meeting, date of foundation, the professions to which the members belong, the number of participating members, the rate of contributions, the nature of the assistance afforded, either to the members or their families, the mode of investment of the disposable funds, the amount of reserved funds, and, finally, the amount of the funds in hand. Although these particulars are not completely given, they present, nevertheless, useful information, which is sufficient to make the importance of these societies in our country, and their financial situation, well appreciated. As it is impossible to reproduce this Report entire, we give merely the number of associations in each town or district, and the number of their effective members at that period.

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Societies in
Belgium.

PROVINCES.	Towns and Districts.	Number of Societies.	Number of Participating Members.
Antwerp - - -	Antwerp - - -	9	628
	Malines - - -	13	811
	Lierre - - -	9	376
Brabant - - -	Brussels - - -	21	2,186
	Tirlemont - - -	3	183
	Crainhem - - -	1	—
	Schaerbeek - - -	1	40
	Leeuw-St.-Pierre - - -	2	326
	Clabecq - - -	1	—
	Louvain - - -	4	517
West Flanders - -	Bruges - - -	44	6,312
	Courtrai - - -	3	598
	Menin - - -	1	42
	Dixmude - - -	1	—
East Flanders - -	Ghent - - -	22	3,672
	Eecloo - - -	1	107
	Renaix - - -	2	70
	Saint Nicolas - - -	8	1,790
	Lede - - -	1	72
	Ledeberg - - -	1	150
	Basel - - -	2	251
	Sinay - - -	1	84
	Hamme - - -	1	152
	Waesmunster - - -	1	75
	Wetteren - - -	1	156
	Erpe - - -	1	276
Hainault - - -	Tournay - - -	40	2,881
	Gosselies - - -	1	63
	Froyennes - - -	1	60
	Ath - - -	2	278
	Mons - - -	2	396
Liège - - -	Liège - - -	3	1,411
Namur - - -	Namur - - -	5	220
	Jambes - - -	1	61
	Belgrade-lez-Andenne - -	1	125
	Totals - - -	211	24,367

It appears from this account that the number of Mutual Aid Societies is 211, and that of the members 24,367, divided between 35 towns and districts. Several important localities, and two entire provinces, viz., Limbourg and Luxembourg, have no institutions of this kind.

These societies are regulated by a law, dated 3d April 1851. This law authorises the Government to recognise Mutual Aid Societies, of which the object is to assure temporary succour, either to the members in case of sickness, wounds, or infirmities, or to the widows or families of deceased members; to provide for funeral expenses; to facilitate

facilitate the accumulation of the members' savings for the purchase of necessaries, provisions, or for other temporary necessities.

The recognised societies for mutual aid enjoy the following advantages:—

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1. The power to sue and be sued; but when the affair exceeds the jurisdiction of the *juge de paix* (justice of the peace) they cannot plead without the authority of the permanent deputation of the Provincial Council, except they have recourse to the King, in case the authorisation is refused. They can obtain exemption from the costs of procedure on conforming to the *arrêté royal*, which will be taken in virtue of the 6th Article.

2. Exemption from stamp duties and registration fees of all deeds made in the name of their societies, or in their favour. All certificates, notices of authorisation or revocation, and others, which are required to be produced by the members, shall be delivered gratis, and exempt from such fees and duties.

3. Power to receive donations or legacies of personal property by attending to the formalities prescribed by No. 3 of Article 76 of the Communal Law.

It is to be hoped that by means of this law we shall be able to regulate and ameliorate the organisation of societies for mutual aid in Belgium, and to extend their excellent influence. Already the kind intervention of the supreme authorities has obtained useful results in several localities. To this we owe the institution of several savings clubs for the purchase and distribution of provisions in winter, in imitation of societies of the same kind formerly established in Prussia, and especially in Berlin. In 1850 these associations existed in eight towns and districts.

The rates of contribution vary from $2\frac{1}{2}d.$ to $1s. 8d.$ per week during the months from April to September. Some societies possess a reserved fund. At Bruges, in consequence of the publications made by the Government to encourage the formation of saving clubs, there have been established, in 1850, institutions of this nature in four parishes, viz., of La Madeleine, St. Ann, St. Giles, and Notre Dame. More recently, thanks to the provincial and communal administrations, as well as to the masters of the poor, saving clubs have been established in the three other parishes, viz., St. James, St. Saviour, and St. Walberge, so that these useful institutions are at present established in all parts of the city. In the four societies of Bruges, of which the date goes back to 1850, 740 families have made, during this year, deposits amounting to 262 *l.* With the aid of that sum, and the contributions of the honorary members, and some subsidies, they have received provisions of the value of 341 *l.*, which makes a bonus of 30 per cent.

PROVIDENT SOCIETIES.

The provident funds, instituted in favour of sick, wounded, infirm, or disabled workmen, their wives and children, embrace in their operation a variety of modes of assistance, which essentially distinguish them

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them from the Mutual Aid Societies, whose only object is to provide for temporary necessities, and which ordinarily limit their assistance to the sick. The first-named institutions are more particularly useful for large numbers of workmen exercising the same kind of industry, and especially those sorts of labour of which the exercise presents exceptional dangers.

It is on this account that provident funds have been founded for Miners, Railway servants attached to the State railways, Fishermen and Pilots, and Sailors navigating under the Belgian flag.

1st. Provident Societies for Miners. The dangers which menace the miner's life are well known. It appears that in the 10 years between 1835 and 1845, there were 1,259 accidents in mines; 1,175 workmen were killed, 860 wounded, making a total of 2,035 victims. The experience of the workmen, the vigilance of the engineers, and their incessant care to ventilate the mines; the employment of safety lamps, the improvement of the means of descent, &c., have, without doubt, contributed to diminish the number of these terrible catastrophes; but it is necessary, nevertheless, to diminish their effects, and to render assistance to those unfortunates who are the victims of them. Before 1839, only a few Mines had established funds of their own for the sick and wounded, and the widow of a miner killed by accident received a scanty assistance during a few weeks only. In consequence of this state of things, the Administration thought itself called upon to interfere, and, thanks to its incessant efforts, and to its assistance, provident funds were instituted in the principal centres of the mining districts. Decrees have sanctioned the rules of the funds.

Of Liege	-	-	24th June	-	1839
Of Namur	-	-	1st December		1840
Of Mons	-	-	30th December		1840
Of Charleroi	-	-	31st December		1840
Of Centre	-	-	30th September		1841
And of Luxembourg,			27th January		1841

The rules of the funds at Mons and Charleroi have been recently confirmed by Royal Decrees of the 20th and 27th December 1850, for a period of 10 years, and such modifications have been introduced as experience has demonstrated the use or necessity.

The miners' provident funds provide Pensions for life, and also temporary Pensions. The pensions for life are allotted, 1st, to workmen rendered incapable of work, by reason of wounds received, or by accidents happened, while they were at work either within or without the mine; 2d, to the widows of workmen who have perished by accident in a mine; 3d, to the father and mother, grandfather or grandmother, of workmen, who have perished by accident in a mine, when not being able to provide for themselves, they had no support but the deceased. The temporary pensions are accorded, 1st, to the infant children of a widow, whose husband has perished by accident while working in a mine; 2d, to the orphans without father or mother, whose father or mother, the last survivor, has perished by accident in a mine, when they are in need, and the deceased was their principal support. The pensions referred to in these cases cease as soon as the children attain the

the age of 12 years, except in case of sickness, or infirmity, duly proved by the certificate of a doctor. The funds are derived from the following sources :

- 1st. A deduction from the wages of the Miners.
- 2d. The aid given by the Proprietors of the Mines.
- 3d. The allowances granted by the Province and the Government.
- 4th. Interest on capital and extraordinary receipts.
- 5th. Gifts, legacies, &c.

The deduction from the miners' wages for the fund at Hainault, fixed originally at $\frac{1}{2}$ per cent., has been raised to $\frac{3}{4}$ per cent., and for that of Namur to 1 per cent. The aid given by the Proprietors of the mines is equal to the deduction made on the miners' wages. In the funds of Hainault and Luxembourg, there exists a reserved fund, produced by a deduction of 10 per cent. on their receipts, in order to provide for expenses which may be occasioned by extraordinary accidents. A part of this fund may be applied to ameliorate the moral condition of the workmen, and to propagate instruction among their children. Lastly, the rules prescribe the formation, in each mine of the association, of a fund of their own, destined to relieve the wants of the sick or wounded miner.

It is evident that the organisation of the provident funds correspond, as much as possible, with the object of their creation. The assistance is voluntary on the part of the proprietors, the participation of the miner is assured in each mine by the rules of the establishment, the Government overlooks the whole, and provokes adhesions to the association by the grant of subsidies proportioned to the importance and wants of each fund. In spite of several imperfections, this system has sufficed in Belgium to generalise the affiliation of provident funds.

As to the details concerning the internal organisation of these institutions, the history of their foundation, and of their results, they are to be found in their rules, in the official publications of the Department of Public Works, and especially in the writings of Monsieur Vischers, member of the Council of Mines, and one of the principal promoters of this work of public utility and social charity. We shall content ourselves here with reproducing some essential particulars, in order that the financial situation of the funds, and the nature and extent of their operations, may be appreciated.

The following Table contains the receipts and expenses of the six grand associations which constitute the district provident funds, and also those of the special funds which each mine maintains for its sick and wounded :

RECEIPTS.

NAMES of the DISTRICTS.	District Provident Funds.					Funds attached to single Mines.			General Total.
	Deductions from Wages.	Aid from the Pro- prietors.	Aid from the Govern- ment.	Other Receipts.	Total.	Deductions from Wages.	Aid from the Pro- prietors.	Total.	
District of—	£.	£.	£.	£.	£.	£.	£.	£.	£.
Mons - -	2,480	2,480	660	924	6,544	3,979	1,667	5,646	12,190
Charleroi -	1,017	1,017	360	502	2,897	3,088	177	3,265	6,162
Centre - -	500	500	136	70	1,206	285	285	570	1,776
Liège - -	1,021	1,021	480	877	3,399	4,545	258	4,803	8,202
Namur - -	221	221	98	36	576	179	15	194	770
Luxembourg -	24	24	20	16	84	12	12	24	108
Totals - £.	5,263	5,263	1,754	2,426	14,706	12,088	2,414	14,502	29,208

PAYMENTS.

NAMES of the DISTRICTS.	District Provident Funds.				Funds attached to single Mines.	General Total.	Balance in hand on 1 Jan. 1851.	Liabilities on 1 Jan. 1851.
	Pensions and Assist- ance.	Instruc- tion and Moral Amelio- ration.	Expenses of Manage- ment.	Total.				
District of—	£.	£.	£.	£.	£.	£.	£.	£.
Mons - -	4,273	442	266	4,981	5,512	10,493	12,492	2,032
Charleroi -	2,788	-	165	2,953	3,265	6,218	8,822	1,577
Centre - -	1,274	-	25	1,299	847	2,146	2,238	1,313
Liège - -	2,750	-	71	2,821	4,170	6,991	16,398	2,845
Namur - -	497	-	41	538	169	707	1,098	532
Luxembourg -	67	-	11	78	25	103	531	59
Totals - £.	11,649	442	579	12,670	13,988	26,658	41,579	8,358

The sum total of the receipts of the district funds, and of the separate funds, amounted, in 1850, to 29,223 *l.* The total sum expended was 26,666 *l.*, in which is included a sum of 442 *l.*, appropriated to the instruction of the children of miners in the society of the West of Mons District. On the 1st January 1851 they possessed a reserved capital of 41,583 *l.* The liabilities for the year 1851 were 8,358 *l.* Such liabilities as the pensions of widows and mutilated miners are of a nature to continue many years.

The receipts for the year 1849 amounted only to 27,247 *l.*; there was, therefore, in 1850 an augmentation of 1,976 *l.*

The proportion contributed by the miners, the proprietors, and the Government, to the receipts may be taken as follows :

	Out of 100 Shillings.			
	1847.	1848.	1849.	1850.
	<i>s.</i>	<i>s.</i>	<i>s.</i>	<i>s.</i>
The miners contributed - - -	65	59	57	59
The proprietors contributed - - -	25	27	29	27
The Government contributed - - -	10	6	6	6
Other sources of receipt - - -		8	8	8

The mines united in this manner employed, in 1847, 48,000 workmen; that number descended to 43,400 in 1848; rose to 45,100 in 1849, and to 47,319 in 1850, divided between 305 mines. According to the particulars given in the accounts, the amount of wages paid to the workmen was,—

In 1847	-	-	-	-	£. 1,050,216
„ 1848	-	-	-	-	791,684
„ 1849	-	-	-	-	740,857
„ 1850	-	-	-	-	864,904

Dividing the amount deducted from the wages, and the aid given by the proprietors, by the average number of workmen employed in the associated mines, we find the sum contributed by the workmen and their employers in each of the four years referred to.

	1847.	1848.	1849.	1850.
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
Average payments by each workman -	9 -	7 3	7 1	7 8
Contribution of the proprietors per workman - - - - -	3 2	3 4	3 6	3 4

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If we calculate the average wages of the workman, and compare it with the amount of his contribution, we obtain the following results :

	1847.	1848.	1849.	1850.
	£.	£.	£.	£.
Annual wages of the workman - -	21	19	17	19
Relative proportion of his payments to the district fund and his own mine fund - - - - - }	2 per cent.	1.91 per cent.	2.10 per cent.	2 per cent.

The results show that the sacrifices of the workman, in proportion to his wages, are very considerable. However, he supports them without murmuring, because he perfectly understands the advantages which the provident funds secure to himself, his wife, and children.

In distinguishing the district funds from those attached to each mine, we find that, in 1850, the proprietors and workmen contributed as follows, per miner :

	DISTRICT FUND.	MINE FUND.
	s. d.	s. d.
Contribution of the miners - - - -	2 4	5 4
Aid of the proprietors - - - - -	2 4	1 1
	4 8	6 5

The expenses for the same year, for all the funds united, were 11 s. 9 d. per workman. In distinguishing the two sorts of funds, they are divided as follows :

	s. d.
District funds - - - - -	5 7
Separate mine funds - - - - -	6 2
	11 9

The funds attached to each mine are principally contributed by the workmen ; generally, the proprietors only make up the deficiency when there is any. However, in the associations of Centre and of Luxembourg, the rules state that the receipts arise from payments equivalent to a half per cent. on the salaries, of which one-half is provided by the proprietors, and one-half by the miners.

If we divide the total funds by the average number of miners, we find that each member is a participator to the amount of 18 s. 4 d.
The

The operation of the district funds since the origin gives the following results :

Appendix.

Friendly Societies in Belgium.

Name of the Association.	Receipts.	Expenses.	Funds on the 1st January 1851.
	£.	£.	£.
Fund of Mons - - -	48,316	35,823	12,492
„ Charleroi - - -	25,559	16,736	8,822
„ Centre - - -	9,879	7,641	2,238
„ Liège - - -	29,768	15,216	16,398
„ Namur - - -	4,399	3,300	1,098
„ Luxembourg - -	873	341	531
TOTALS - - - £.	118,794	79,057	41,579

Since the foundation of these associations, the receipts and expenses of the funds attached to each mine have always exceeded the receipts and expenses of the district funds. In 1850, for the first time, the receipts of these last-mentioned rose rather high by reason of the increased deduction from the wages, and the aid given by the proprietors in three districts. It would be therefore necessary to more than double the sums mentioned in the Table above to calculate the sums received and expended by the district funds and the mine funds for the benefit of the miners and their families. This would bring the receipts to near 280,000 £., and the sums distributed to about 220,000 £.

As we cannot give exactly the particulars of the operations of the mine funds for the first few years, we present the account for the receipts and expenses, year by year, since 1846.

YEAR.	District Funds.		Separate Mine Funds.	
	Receipts.	Payments.	Receipts.	Payments.
	£.	£.	£.	£.
1846 - - -	13,017	8,158	14,216	12,747
1847 - - -	14,617	10,112	17,417	15,263
1848 - - -	12,319	11,195	13,972	13,080
1849 - - -	13,208	11,690	14,038	13,995
1850 - - -	14,716	12,676	14,507	13,991
TOTALS - - £.	67,877	53,831	74,150	69,076
Annual Average - £.	13,575	10,766	14,832	13,815

Thus,

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Thus, in five years, if we unite the operations of the district and separate funds, a sum of 142,031 *l.* has been gathered. This gives an average of 28,406 *l.* receipts per year. There has been dispensed in pensions and assistance a sum of 122,909 *l.*, giving an annual average of 24,581 *l.* In this great movement of funds, the six-tenths paid by the workmen have produced the sum of 85,218 *l.*, or an annual average of 17,043 *l.*

PROVIDENT SOCIETIES FOR WORKMEN EMPLOYED ON THE
STATE RAILWAYS.

By Royal Ordonnance of the 1st September 1838 a fund was established in favour of the workmen employed on the State railways.

This fund afforded temporary succour to workmen rendered for a time incapable of working, as well as to their widows and their children not capable of providing for themselves; but it did not admit the principle of a pension, or permanent succour, tending to ameliorate the condition of workmen who, by reason of infirmity, sickness, or wounds, became thenceforth continually incapable of working.

The revenues of the fund are composed of a deduction of one per cent. on the wages of all the workmen employed on these railways. During the six years and nine months of its existence it gives as a result 6,673 *l.* for receipts, and 4,124 *l.* for payments, leaving, consequently, a balance of 2,549 *l.*, which was deposited in the new fund, whose rules were approved by Royal Ordonnance, dated 1st July 1845, and modified, in some respects, by the Ordonnance of the 14th of August, and by that of 11th September 1846.

According to the new rules the deduction on the wages has been raised to two per cent., and a reserved fund has been raised to provide against unforeseen and extraordinary demands. The funds is administered gratuitously by a committee of 10 members, chosen from among the officers and workmen on the railways.

The assistance given to the sick varies from one-half to three-quarters of their wages. However, the allowance for incapacity for working resulting from wounds received in the service is sometimes equal to the whole wages, when serious wounds present extraordinary circumstances.

In order to equalize the division of personal assistance given to the sick workmen, independent of the expenses of treatment, the committee adopted towards the end of 1848 a proportional tariff on the following plan:

First Class—Light Sickness or Wounds.

50 per cent. of his wages to the unmarried workman, or married without children.

55 per cent. of his wages to the married with one child.

60 ditto - - - - - with two children.

65 ditto - - - - - with three children.

70 ditto - - - - - with four children.

75 ditto - - - - - with five or more children.

Second Class—Serious Wounds or Sickness treated at the Hospital.

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The preceding amounts are augmented by 10 per cent.

Children above 13 years old do not count.

The father or mother of the workman, incapable of work, whether by age or infirmity, count as a child.

Children above 13 years old are counted, if by reason of infirmities they are a permanent charge on the parents.

When the wounds or sickness are of a grave character the patients are, as often as possible, placed at the expense of the fund in the civil hospitals of their locality. Their treatment is also confided to doctors, who are paid by the visit, and by terms according to an arrangement made to that effect with the committee. The requisition for the doctor is made by the stationmasters, or by the overseers of the workmen. The doctors and surgeons who usually attend the men generally reside near to the line and the stations.

Boxes with proper appliances are placed in all the passenger trains in case of accidents. There is a dépôt of objects for the wounded at the Malines arsenal, and also at the station du Nord at Brussels. These dépôts and objects are often made use of when an accident happens to any of the workmen. Independent of the temporary assistance afforded in case of sickness or of wounds, the fund allows pensions of 6s. 8d., 10s., and 12s. 6d. per month to the widows and orphans of deceased workmen who have contributed more than five years to the fund. It also allows an annual pension, of which the average is 15s. per month, to workmen who have paid from five to eight years to the fund, and are removed from the service on account of old age or infirmities.

The account of the operations of the fund, published in 1849, contains statistics of great interest on the description and age of the persons affiliated in this institution, their length of service, the sick and the wounded who have had assistance, &c.

At the end of 1848 the number of individuals paying to and participating in this fund was composed as follows:—

Bachelors	-	-	-	-	-	1,114
Widowers	-	-	-	-	-	117
Married men	-	-	-	-	-	3,071
Women	-	-	-	-	-	12
						4,314
						4,314

Their families were composed of—

Women	-	-	-	-	-	3,071
Children	-	-	-	-	-	12,524
Say						- 12,524
						16,838

The

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The age and duration of service of these 4,314 workmen were as follows:—

AGE.			DURATION OF SERVICE.		
Number aged more than 60	- 12		More than 13 years of service	48	
Ditto 56 to 60	- 59		Ditto 12	ditto	115
Ditto 51 „ 55	- 102		Ditto 11	ditto	239
Ditto 46 „ 50	- 206		Ditto 10	ditto	464
Ditto 41 „ 45	- 377		Ditto 9	ditto	365
Ditto 36 „ 40	- 590		Ditto 8	ditto	320
Ditto 31 „ 35	- 826		Ditto 7	ditto	307
Ditto 26 „ 30	- 938		Ditto 6	ditto	419
Ditto 21 „ 25	- 737		Ditto 5	ditto	581
Ditto 16 „ 20	- 382		Ditto 4	ditto	265
Ditto under 16	- 85		Ditto 3	ditto	287
			Ditto 2	ditto	355
			Ditto 1	ditto	549
		4,314			4,314

Their average wages was nearly 1 s. 8 d. per day's work. During the period from the 1st July 1845 to the 31st December 1848, there were 2,438 cases of sickness, causing 142 deaths; the number of days of incapacity to work was 53,070, during which the workmen received on an average assistance equal to nearly 1 s. 8 d. per day, this sum including the medical expenses.

During the same period the number of wounded was 789, out of which 19 died. The wounds occasioned 17,561 days of incapacity to work, and the average assistance allowed to the wounded workmen was 1 s. 10½ d. per day, this sum including the medical and surgical expenses; 778 of these accidents happened during worktime; viz., 132 on Mondays, 115 on Tuesdays, 114 on Wednesdays, 112 on Thursdays, 116 on Fridays, 109 on Saturdays, and 80 on Sundays. The greatest number of accidents happened, therefore, on Mondays. The same remark has often been made on other employments.

The expenses of medical treatment supported by the fund was as follows during the years 1846 and 1848:

YEARS.	Number of Physicians and Apothecaries employed.	AMOUNT OF EXPENSES			TOTAL.
		of Physicians.	of Apothecaries.	of the Hospital.	
		£.	£.	£.	£.
1846	86	302	174	18	494
1847	115	442	238	22	702
1848	125	404	228	44	676

The average amount paid to each doctor was, therefore, in

						£.	s.	d.
1846	-	-	-	-	-	3	13	-
1847	-	-	-	-	-	4	-	-
1848	-	-	-	-	-	3	6	-

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If we take these results as a guide, we find that the average medical expense, taking the whole of the members, was in 1848 nearly 2 s. per man.

Finally, the assistance afforded during three years and a half amounts, in the whole, to the sum of 7,396 l., divided among—

2,435 sick workmen.

783 wounded ditto.

169 widows of workmen dying from disease or sickness.

14 widows of workmen dying from wounds.

10 orphans, and

91 workmen pensioned on account of incapacity to work, arising from infirmity or old age.

PROVIDENT FUNDS FOR FISHERMEN AND PILOTS.

The accounts of the Provident Funds for Pilots and Fishermen of the ports of Ostend, Blankenberghe, Heyst, and Adinkerke, for 1850, give the following results.

A.—Provident Fund for the Fishermen of Ostend.

RECEIPTS.		PAYMENTS.	
	£.		£.
Balance in 1849 - - - -	1,036	Pensions to 98 widows with 84 children - - - -	271
Retained in 1850 on the sale of fish, on dues, and on salvage - -	411	Ditto to 39 old fishermen with 8 wives - - - -	122
Interest on invested funds - -	42	Aid to 53 sick with 43 wives and 73 children - - - -	66
Total Receipts - - - £.	1,489	Total Payments - - - £.	459

B.—Provident

Appendix.

Friendly
Societies in
Belgium.B.—*Provident Fund of Blankenberghe, of Heyst, and of Adinkerke.*

		Blankenberghe.	Heyst.	Adinkerke.
		£.	£.	£.
Receipts -	{ Retained in conformity with the rules - - - - -	8	32	23
	{ Government grants, &c. - - -	185	67	41
	{ Funds in the savings banks on 31 December 1849 - - -	200	356	76
	{ In hand on 31 December 1849 -	173	12	38
	TOTAL - - -	566	467	178
Payments -	{ Pensions paid to widows - -	87	9	26
	{ Ditto their infants under 14 years old - - - - -	41	9	7
	{ Ditto to old fishermen - -	88	15	16
	{ Ditto to their wives above 65 years old - - - - -	4	—	—
	{ Aid to sick or wounded fishermen	26	11	12
	{ Ditto to their infants under 14 years old - - - - -	7	6	—
	TOTAL - - -	253	50	61
Disposable Funds -	{ Funds in the savings bank on 31 December 1850 - - -	300	418	76
	{ Ditto in the chest on 31 December 1850 - - - - -	12	- -	40
	TOTAL - - -	312	418	116

The Pilots' Provident Fund, established and organised by virtue of the Royal Warrants of the 30th June 1839 and 10 December 1844, is sustained by a deduction of two per cent. on the pilot dues paid by the ships which have a pilot on board; the daily business of the fund is confided to a cashier, under the direction of the Director-general of Marine.

PROVIDENT FUND FOR SAILORS UNDER THE BELGIAN FLAG.

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This fund, established at Antwerp, by Royal Warrant 19th September 1845, has for its objects, 1st. To provide assistance, either temporary or permanent, to Sailors navigating under the Belgian flag, and who are rendered for a time or continuously incapable of exercising their profession, and also to those who are without resources, after having lost their ship, or by reason of unforeseen events. 2d. In case of the decease of the sailors to grant assistance to their widows or families. All captains, second captains, lieutenants, sub-officers, sailors, stokers, apprentices, and midshipmen, with the exception of sailors engaged in any other fishing but the whale fishery, sailing under the Belgian flag, and registered on the books of a Belgian ship, participate in the advantages of this fund; and the same is also enjoyed by their widows and orphans.

The funds and revenue are raised, 1st. By a deduction of three per cent. from the wages of captains, second captains, and first-class artificers, when they are above 28 *l.* per year. 2d. By a deduction of two per cent. from the wages of all other sailors. 3d. By a payment made by the owner of every Belgian ship equal to one per cent. on the total wages of all the sailors in the ship. 4th. Of gifts and legacies. 5th. Of grants and subsidies by the Government. 6th. Of the amount of fines inflicted for breaches of discipline by the sailors. 7th. Of interest of the reserved funds.

The funds are invested in the Government Stocks, and no more is left for a drawing account to be paid on demand than is necessary for the supposed expenses of the year. The reserve is composed, first, of the tenth of all the receipts, and, second, of the half of the disposable surplus at the 31st December in each year.

The reserved funds are not allowed to be expended, except in default of a sufficiency of disposable funds, and then only in the two following cases: 1st. On account of extraordinary accidents; 2d. For expenses of general interest.

The administration of this fund is confided to a committee of ten members, with the Director-general of Marine as President.

The number of members is about 1,500.

A yearly balance sheet, when approved by the Government, is printed in the "*Moniteur*" newspaper.

The Account for 1850 presents the following results:

RECEIPTS.

	£.
In hand 31st December 1849 - - - - -	72
Government subsidy - - - - -	400
Product of deductions from wages - - - - -	1,101
Interest - - - - -	281
A gift from M. Gottal - - - - -	12

£. 1,866

PAYMENTS.

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PAYMENTS.

	£.
Pensions and assistance - - - - -	398
Medical expenses - - - - -	12
Officers' expenses - - - - -	8
Purchase of Stock - - - - -	1,339
In hand December 31st 1850 - - - - -	110
	£. 1,867

The Government subsidy is 400 *l.* per annum.

PROVIDENT FUNDS ATTACHED TO MANUFACTORIES.

Independent of the Provident Funds, instituted with the concurrence and the patronage of the Government, there exist in Belgium in several factories and workshops institutions of a similar nature, arising from the kind example and encouragement of the masters. In the Report of the Commission charged in 1843 to make an inquiry on the condition of the working classes (vol. 1, p. 22 and following,) mention is made of several of these institutions. The house of Biolley & Company, and also the Society des Mines et Fonderies de Zinc de la Vielle Montagne, have established provident funds, &c., on an extensive scale, for the benefit of their workmen. And the names of many other firms might be mentioned in connexion with this matter.

FRIENDLY SOCIETIES IN AUSTRIA.

Friendly Socie-
ties in Austria.

In reply to inquiries concerning Friendly Societies in Austria, the Baron Charles Czoernig, Director of Administrative Statistics at Vienna, favoured the Registrar with the following particulars:

"I have endeavoured to reply to your request relative to Mutual Aid Societies which exist in Austria. I have been obliged to confine myself to Austria Proper, in default of particulars for the other provinces, and to Friendly Societies in the strictest sense; that is, to societies for mutual succour in case of death (Leichenvereine), and similar societies in case of sickness (Krankenunterstützungsvereine). The following is the account of the existing burial societies, sickness relief and burial societies, and sickness relief societies existing in Austria below the Enns, 1857:

Appendix.

Friendly Societies in Austria.

Schwerbat - - -	Burial society for journeymen.
"	" weavers.
Krems - - -	Burial society for veterans.
Allentsteig - - -	Burial society for shoemakers.
"	" weavers.
"	" tailors.
Sechshaus - - -	Two sickness and burial societies for military who have left the service.

"The remaining 71 societies do not exclude any class of the population.

"In addition to these societies, the workmen, in almost every industrial establishment, as well as in all the Mining establishments without exception, form societies for mutual assistance in case of death and of sickness, as well as in the case of incapacity for work, and for granting Pensions to the widows and orphans. There are also several superannuation funds, as well as pension funds for widows and orphans, which, in part, are referred to in the official statistical tables of Austria."

FRIENDLY SOCIETIES IN BERLIN,

For Relief in Sickness and at Death.—(Communicated by Dr. Hübner).

Friendly Societies in Berlin.

FRIENDLY Societies in Berlin are under the control of the Police Commissioners, with the exception of the trade societies, which are under the supervision of the magistrates. The reports of the 38 societies at present existing in Berlin, of the class first mentioned, give the following results for the year 1854 :

Total amount paid for sickness	-	-	-	£. 1,861
" " paid for deaths	-	-	-	8,832
" " of funds	-	-	-	19,842
Number of deaths	-	-	-	1,658
" members	-	-	-	57,380
One died out of	-	-	-	34.
The average amount paid at each death was	-	-	-	£. 5. 6s.

A comparison with the previous year's report gives the following results :

Appendix.
Friendly Societies in Berlin.

	Sick Pay.	Paid at Deaths.	Number of Deaths.	Number of Members.	Amount of Funds.
	£.	£.			£.
1853 - - - - -	2,223	8,176	1,589	56,355	19,867
1854 - - - - -	1,861	8,832	1,658	57,380	19,842
Therefore, for 1854, plus - -	-	656	69	1,025	-
minus -	362	-	-	-	25

The burial society called the "Neue grosse Berliner Sterbecasse" is the most important and extensive in its operations. It was established in 1841, and pays 7*l.* 10*s.* on death occurring after the member has been admitted six months, and 15*l.* after having been admitted one year. The contributions of the members are (exclusive of the quarterly payments of 3*d.* for the expenses of management) partly single payments, or entrance fees, according to the age of the person admitted.

	£.	s.	d.
From 20 to 39 years - - - -	-	-	3 -
„ 40 „ 42 - - - -	-	-	4 6
„ 43 „ 45 - - - -	-	-	6 -
„ 46 „ 49 - - - -	-	-	7 10
„ 50 „ 54 - - - -	-	-	13 6
„ 55 „ 60 - - - -	-	-	1 2 6

And partly continuous contributions, as upon every death among the members payment is required from each surviving member according to the age on admission.

	d.
From 20 to 39 years - - - -	3
„ 40 „ 49 - - - -	3 ½
„ 50 „ 60 - - - -	4 ½

These contributions may be doubled by the managers if an excessive mortality occurs; and if the number of members decreases so that the contributions do not produce the amount required to be paid, the managers are empowered to raise the contribution, so that the necessary sum be obtained.

Appendix.
Friendly Societies in Berlin.

The following Table shows the operations of the society from its commencement to the end of 1854:

YEARS.	MEMBERS.				Number of Members.	No. of Collec- tions made.	Amount	Amount
	Entrants.		Sortants.				Paid	of
	Single.	Total.	By Death.	By Leaving and Expulsion.			on Deaths.	Reserved Fund.
1841	2,513	2,513	51	84	2,378	19	£. 697	£. 457
1842	626	3,139	43	41	2,920	17	607	757
1843	1,065	4,204	72	15	3,898	20	990	977
1844	977	5,181	78	11	4,786	16	997	1,219
1845	829	6,010	86	11	5,518	16	1,125	1,488
1846	775	6,785	93	32	6,168	16	1,327	1,708
1847	923	7,708	122	38	6,931	19	1,717	1,998
1848	542	8,250	160	23	7,290	22	2,212	2,262
1849	802	9,052	227	69	7,796	29	3,135	2,526
1850	563	9,615	175	48	8,136	23	2,497	2,752
1851	538	10,143	151	31	8,482	20	2,197	3,000
1852	581	10,724	152	58	8,852	19	2,182	3,442
1853	561	11,285	205	66	9,142	23	2,925	3,579
1854	479	11,764	220	92	9,309	25	3,210	3,828

TRADE SICK AND BURIAL SOCIETIES IN BERLIN.

These societies are under the control of the magistrates. From the 1st July 1853 to the 1st July 1854, the members of these societies contributed 12,946 *l*. The greater part of this sum was expended for medical assistance and funeral expenses. The members of 67 of these societies received medical assistance through the Trades' Sickness Union.—(*Gewerks Kranken Verein*).

Number of Members on 1st July 1854.

Society of Bakers - - -	955	Society of Serge weavers - - -	240
" Barbers - - -	350	" Harness-makers and sad-	
" Coopers - - -	145	lers - - -	346
" Brushmakers - - -	53	" Shipbuilders - - -	67
" Bookbinders - - -	575	" Butchers - - -	490
" Pumpmakers - - -	35	" Locksmiths - - -	1,900
" Sawyers - - -	216	" Smiths - - -	915
" Cigar-makers - - -	512	" Chimney-sweeps - - -	40
" Thatchers - - -	135	" Tailors, - - -	2,290
" Turners - - -	622	" Shoemakers - - -	1,923
" Dyers - - -	62	" Silk embroiderers - - -	1,094
" Filecutters - - -	62	" Soapboilers - - -	15
" Braziers - - -	103	" Ropemakers - - -	27
" Glaziers - - -	105	" Sievemakers - - -	1
" Jewellers - - -	369	" Stonecutters - - -	96
" Girdlers - - -	369	" Paviers - - -	80
" Glovers - - -	106	" Wheelwrights - - -	318
" Hatters - - -	81	" Stocking-makers - - -	135
" Combmakers - - -	31	" Lithographers - - -	330
" Tinmen - - -	500	" Swordcutlers - - -	4
" Button-makers - - -	46	" Upholsterers - - -	234
" Basket-makers - - -	146	" Pursemakers - - -	17
" Coppersmiths - - -	167	" Joiners - - -	3,261
" Confectioners - - -	200	" Potters - - -	364
" Furriers - - -	150	" Clothdressers - - -	27
" Leather-dressers - - -	56	" Clothmakers - - -	224
" Tanners - - -	311	" Clothshearers - - -	50
" Painters - - -	397	" Watchmakers - - -	132
" Iron-founders - - -	7,130	" Gilders - - -	170
" Masons and bricklayers, 2,400		" Varnishers - - -	110
" Cutlers - - -	84	" Weavers - - -	1,231
" Pattern-painters - - -	133	" Artillery-smiths - - -	104
" Needle-makers - - -	72	" Carpenters - - -	1,428
" Nailmakers - - -	111	" Tinfounders - - -	25
" Hairdressers - - -	55		
" Gingerbread-makers - - -	51		
" Lacemakers - - -	165		
		TOTAL - - -	34,748

Total amount of funds in hand on 1st July 1854, 4,125 l.

SOCIETIES FOR THE PRESERVATION OF HEALTH.

These societies also are formed on the system of mutuality. They guarantee, for certain payments, medical assistance and medicine in case of illness. The trade of a member is not a reason for, or against, his admission into these societies, which are established in many districts, although they are more suitable for districts where poverty abounds. Those members who are in easy circumstances very often make no claim for gratuitous treatment, or are not allowed to do so

Appendix.

Friendly Societies in Berlin.

by the rules. After the earlier societies of this kind, with one exception, the "Friedricksstädtischen," were, for various reasons, dissolved, an endeavour was made to found new ones in 1854, and for this purpose a common set of rules, applicable to all, was adopted. By this latter circumstance a member was enabled upon changing his residence from one part of the city to another to be received into the society of the district into which he removed. This, however, had not been completely carried out at the end of 1854, as some of the societies had not got into full operation, and others were about to commence in the beginning of 1855. The most important of these societies is the "Friedricksstädtischen," above mentioned, and the following is an account of its operations:

YEARS.	Number of Prescriptions given.	Number of Verbal Directions given.	No. of Persons Treated.			Cost of Medicines.	Medical Men's Fees.	Average No. of Members.	Died.
			Men.	Women.	Children.				
1850	- - -	1,466	172	258	240	£. 37	£. 25	1,027	12
1851	2,530	3,102	343	503	597	70	59	1,409	24
1852	3,074	3,630	420	646	709	82	69	1,571	26
1853	3,788	4,593	491	744	894	108	69	1,712	45
1854	3,954	4,822	509	787	905	107	- -	1,049	—

FRIENDLY SOCIETIES IN BAVARIA.

Friendly Societies in Bavaria.

IN reply to inquiries concerning Friendly Societies in Bavaria, the Baron de Cetto, the Bavarian Minister in London, kindly furnished the Registrar with a Report issued by the Bavarian Government, in which these institutions are referred to, and also with the following particulars:—

"The Friendly Societies of England, wherever they exist, protected by law, and assisted in the extent they have since gained by an Act of 1856, are founded upon the principle of mutual support, and, as regards the working classes, serve the same purpose as life assurance societies for the middle classes. Such institutions exist also in Bavaria, and some date as far back as the last century. Whilst in England, however, the Friendly Societies, generally speaking, constitute themselves geographically, that is, act within a given district, and endeavour to embrace the whole working population, in Bavaria these institutions are grouped according to the various interests, and have

have borrowed their elements from ties based thereon. Consequently, they are only to be met with amongst the manufacturing population, and in certain categories of tradespeople. In this way the associations for relief in time of sickness, for burial, and for mutual support in various cases, have been called into existence.

"In the year 1856 a searching inquiry was made by order of the King as to the state of institutions of this kind, and the results compiled in a statistical form. This account shows that the relief societies and savings banks for working people founded at the various private manufactories and establishments number 119 in the eight administrative circles of the kingdom, in the following proportion:

In Upper Bavaria	-	-	-	-	-	-	15
In Lower Bavaria	-	-	-	-	-	-	5
In Rhenan	-	-	-	-	-	-	17
In the Upper Palatinate and Ratisbon	-	-	-	-	-	-	10
In Upper Franconia	-	-	-	-	-	-	20
In Middle Franconia	-	-	-	-	-	-	15
In Lower Franconia	-	-	-	-	-	-	7
In Swabia	-	-	-	-	-	-	30
							119

"Their funds are derived from contributions paid by the working people who are members of the society, from gifts of the various owners and masters, and from gifts which, according to circumstances and wants, are allotted by the governors of the administrative districts referred to."

Other societies have been formed by other workmen not employed in manufactories, and these societies are collectively denominated "Society of St. John," and from the Report of the society the following particulars are extracted. The Report does not relate exclusively, or even chiefly, to Friendly Societies, but embraces the various objects for the relief of the indigent, suffering and helpless, to which the practice inculcated by the Apostle naturally leads, such as institutions for the education of orphan children, industrial schools, baths and wash-houses for the poor, societies for the suppression of begging, soup kitchens, maternity charities; societies for providing seed, potatoes, and grain seeds to the poor; societies for the relief of the poverty in certain districts caused by the inferior quality of the land, or by special accidents, such as fire, &c.; for the relief of sufferers by cholera; for building district hospitals; and interspersed among these, and classed with them, are the Reports of Friendly Societies. From these we find that there is a society for mutual support in case of accident arising from woodcutting or other forest work, and also for support in old age, in the Gunzenhausen Forest district, of which the head forester is the president, with 510 members.

In Munich, there is the Maximilian's Jubilee Society, for the relief of the widows, children, or relatives of deceased members.

In the suburb called Au, near Munich, there is a society for the relief of sick musicians, who are relieved in sickness with a weekly allowance. It has 34 members.

Appendix.

Friendly Societies in Bavaria.

At Tegernsee there is a society for the mutual relief of the members in case of accident in woodcutting or other forest work, &c., and in case of total incapacity for labour, with the head forester at Tegernsee as president, and 101 members.

At Kaiserslautern there are several Friendly Societies, viz., the society of Napoleon's Veterans, for the relief of the sick and poor members, and for providing the burial expenses, with 56 members.

The Working Man's Union, No. 1, with a similar object, and 170 members; and the Working Man's Union, No. 2, with 94 members.

The Beneficent Union, with 102 members.

The Locksmiths' and Joiners' Union, for burials only, with 16 members.

The Smiths' and Cartwrights' Union, with 50 members.

The Labourers' Union, with 82 members.

The Sickness and Death Friendly Society, with 71 members.

The Citizens' Union, with 94 members.

The Shoemakers' Union, with 30, and the Tailors' Union, with 21 members.

The Artisans' Union, with 57 members.

At Nuremberg, a society is in existence, called the Sparlade, which receives from the members, in the 30 weeks of summer following April 1st, a certain proportion of their daily earnings, and the sum saved is given out in the winter time in wood, turf, or potatoes.

SPAIN.

Spain.

WITH regard to the existence of Friendly Societies in Spain, the Registrar is informed that they do not exist among the working classes, except in Catalonia. In Madrid, and in the provinces, with that exception, the poor are taken care of by their respective parishes, and at Madrid, are sent to a kind of workhouse called "San Bernardino," where they are clothed in a dress or uniform peculiar to that establishment, fed, and well taken care of.

Several Friendly Societies are stated to exist at Barcelona, established by different classes of working people, such as spinners, weavers, blacksmiths, stokers, &c., all founded with the express object of providing relief, either temporary or permanent, as the case may be, for those members of the societies who, from sickness or grave accident, are unable to work for a time, or are disabled for life. No report as to their numbers, importance, or special condition has ever been published.

POLAND.

Poland.

THERE is no Friendly Society in this country yet, but application has been made to the Registrar for information on the subject on behalf of a Polish nobleman, for the purpose of turning it to a practical use ultimately, and therefore their introduction into this country may be regarded as not improbable.

SARDINIA.

Sardinia.

IN answer to an application made to the Marquis d'Azeglio, the Sardinian Ambassador, for any information he could procure relative to Friendly Societies in Sardinia, he kindly procured and forwarded to the Registrar two works, entitled respectively, "Saggio sul buon governo della Mendicizia, degli Istituti di beneficenza e delle Carceri," and, "Situazione economica degli istituti di carità e di beneficenza;" but as these relate only to charitable institutions, mendicity, and prisons, the Registrar concludes that Friendly Societies for the relief of the sick by mutual assurance of the members do not exist in Sardinia.

UNITED STATES OF AMERICA.

America.

THE Registrar applied to the Department of the Interior at Washington for any information relative to Friendly Societies in the States, which might be in its possession. The secretary, in answer, stated that it was not in his power to furnish information of the character required. There is no general statistical bureau connected with the department; its inquiries in that direction being limited, officially, to the subjects embraced in the decennial census. Some effort was made during the preparation of the late census publication to collect the statistics of charitable institutions, but from their great number and the diversity of objects, as well as the limited means at the disposal of the office for incidental purposes, it was found to be impossible.

TABLES for RELIEF in SICKNESS.

EXTRACTS from the RETURN of the FRIENDLY SOCIETIES' SICKNESS and MORTALITY, with the MONEY TABLES of CONTRIBUTIONS framed thereon, applicable to MALE MEMBERS, printed by Order of the House of Commons, 12th August 1854.

The REGISTRAR OF FRIENDLY SOCIETIES IN ENGLAND would suggest that six months' contribution should be charged as entrance fee, or that a member should not be allowed to receive relief until he had been a member for six months; and also, that FULL PAY should not be allowed for longer than SIX MONTHS IN SUCCESSION, and that FULL PAY should not be renewed in less than SIX MONTHS after a member shall have ceased to receive any sickness allowance.

Attention, likewise, must once more be drawn to the circumstance that the Tables now supplied for allowances in sickness are applicable to nothing but sickness in the strictest sense of the term. They are not intended to meet the case of chronic infirmity demanding little or no medical attention. It is, in fact, the weight of this exceptionable description of claim that generally breaks the back of a Friendly Society; for too little discrimination by far is often used in distinguishing real sickness from the so-called, that is often merely an incapacity to labour. In reference to this point, therefore, the Tables now given are to be used with due circumspection. For it must be borne in mind that the rates herewith submitted, when put into comparison, perhaps, with other scales of payment already in use, are merely arithmetical results obtained through certain well-known formulæ, from data in which the questionable claims made under the head of mere superannuation for allowances in sickness found no place. For the provision of allowances in superannuation, meaning thereby only pensions in old age, the proper cost is shown in another portion of the Tables. And this useful knowledge is followed by equally material information, showing the contributions which will secure the payment of sums on death.

There is one more point to be adverted to in respect of the use to be made of the Tables now under consideration, as it involves an important caution. It must be fully understood that these scales of contribution contain no margin of surplus whatever applicable to expenses of management, or the remuneration of medical advice. These items of expenditure should, indeed, always be met by extra contributions, levied or obtained for the purpose. There are two recommendations for this course. In the first place, a wholesome control is exercised over any tendency to profusion where there is a specific levy for this particular purpose. In the second place, confusion is avoided, and therefore any inadvertent inroad prevented on the funds, which are a trust that should be sacred to the provision of the benefits.

Appendix.

TABLE I.

TABLE of CONTRIBUTIONS, shown in Sterling Money, for a WEEKLY ALLOWANCE of 10s. in Sickness to MALES, with the Exception of the Four Classes of Persons mentioned in Table IV., the Monthly Contributions and Benefit ceasing at the Ages undermentioned.

CONTRIBUTIONS and BENEFIT to cease at the Age of							
AGE.	70 YEARS.		65 YEARS.		60 YEARS.		AGE.
	Single Payment.	Monthly Con- tribution.	Single Payment.	Monthly Con- tribution.	Single Payment.	Monthly Contribution.	
	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.	s. d.	
15	13 13 7	1 - $\frac{1}{2}$	12 13 3	- 11 $\frac{1}{2}$	11 14 2	- 11 $\frac{1}{2}$	15
16	13 15 -	1 - $\frac{1}{2}$	12 13 10	1 - $\frac{1}{2}$	11 14 1	- 11 $\frac{1}{2}$	16
17	13 16 3	1 - $\frac{1}{2}$	12 14 4	1 - $\frac{1}{2}$	11 13 9	- 11 $\frac{1}{2}$	17
18	13 17 2	1 1	12 14 4	1 - $\frac{1}{2}$	11 13 1	- 11 $\frac{1}{2}$	18
19	13 18 1	1 1	12 14 5	1 - $\frac{1}{2}$	11 12 3	- 11 $\frac{1}{2}$	19
20	13 19 1	1 1 $\frac{1}{2}$	12 14 5	1 - $\frac{1}{2}$	11 11 4	- 11 $\frac{1}{2}$	20
21	14 -	1 1 $\frac{1}{2}$	12 14 6	1 - $\frac{1}{2}$	11 10 7	- 11 $\frac{1}{2}$	21
22	14 1 3	1 1 $\frac{1}{2}$	12 14 8	1 - $\frac{1}{2}$	11 9 9	1 -	22
23	14 2 6	1 1 $\frac{1}{2}$	12 14 10	1 1	11 8 11	1 -	23
24	14 3 10	1 2	12 15 -	1 1	11 8 1	1 - $\frac{1}{2}$	24
25	14 5 3	1 2 $\frac{1}{2}$	12 15 4	1 1 $\frac{1}{2}$	11 7 3	1 -	25
26	14 6 9	1 2 $\frac{1}{2}$	12 15 7	1 1 $\frac{1}{2}$	11 6 5	1 - $\frac{1}{2}$	26
27	14 8 3	1 2 $\frac{1}{2}$	12 15 11	1 1 $\frac{1}{2}$	11 5 6	1 - $\frac{1}{2}$	27
28	14 9 10	1 3	12 16 2	1 1 $\frac{1}{2}$	11 4 6	1 -	28
29	14 11 4	1 3 $\frac{1}{2}$	12 16 4	1 2	11 3 6	1 1	29
30	14 13 -	1 3 $\frac{1}{2}$	12 16 7	1 2 $\frac{1}{2}$	11 2 5	1 1	30
31	14 14 10	1 3 $\frac{1}{2}$	12 16 11	1 2 $\frac{1}{2}$	11 1 4	1 1 $\frac{1}{2}$	31
32	14 16 10	1 4	12 17 4	1 2 $\frac{1}{2}$	11 - 4	1 1 $\frac{1}{2}$	32
33	14 19 -	1 4 $\frac{1}{2}$	12 17 11	1 3	10 19 5	1 1 $\frac{1}{2}$	33
34	15 1 3	1 4 $\frac{1}{2}$	12 18 6	1 3 $\frac{1}{2}$	10 18 5	1 2	34
35	15 3 6	1 5 $\frac{1}{2}$	12 18 11	1 3 $\frac{1}{2}$	10 17 3	1 2 $\frac{1}{2}$	35
36	15 5 7	1 5 $\frac{1}{2}$	12 19 2	1 4	10 15 9	1 2 $\frac{1}{2}$	36
37	15 7 5	1 6 $\frac{1}{2}$	12 19 2	1 4 $\frac{1}{2}$	10 13 11	1 2 $\frac{1}{2}$	37
38	16 9 2	1 6 $\frac{1}{2}$	12 18 10	1 4 $\frac{1}{2}$	10 11 8	1 3	38
39	15 10 10	1 7	12 18 5	1 5	10 9 3	1 3 $\frac{1}{2}$	39
40	15 12 6	1 7 $\frac{1}{2}$	12 17 9	1 5 $\frac{1}{2}$	10 6 6	1 3 $\frac{1}{2}$	40
41	15 14 -	1 7 $\frac{1}{2}$	12 17 -	1 5 $\frac{1}{2}$	10 3 6	1 3 $\frac{1}{2}$	41
42	15 15 5	1 8 $\frac{1}{2}$	12 15 10	1 6	10 - 1	1 4	42
43	15 16 9	1 9	12 14 7	1 6 $\frac{1}{2}$	9 16 4	1 4 $\frac{1}{2}$	43
44	15 17 11	1 9 $\frac{1}{2}$	12 13 1	1 7	9 12 3	1 4 $\frac{1}{2}$	44
45	15 18 11	1 10	12 11 1	1 7 $\frac{1}{2}$	9 7 7	1 5 $\frac{1}{2}$	45
46	15 19 7	1 10 $\frac{1}{2}$	12 8 10	1 8	9 2 5	1 5 $\frac{1}{2}$	46
47	16 - 2	1 11	12 6 2	1 8 $\frac{1}{2}$	8 16 8	1 6	47
48	16 - 2	2 -	12 2 9	1 9	8 10 2	1 6 $\frac{1}{2}$	48
49	15 19 9	2 1	11 18 0	1 9 $\frac{1}{2}$	8 2 9	1 6 $\frac{1}{2}$	49
50	15 18 10	2 1 $\frac{1}{2}$	11 14 -	1 10	7 14 4	1 7	50
51	15 17 5	2 2 $\frac{1}{2}$	11 8 5	1 10 $\frac{1}{2}$	7 5 -	1 7 $\frac{1}{2}$	51
52	15 15 4	2 3 $\frac{1}{2}$	11 2 1	1 11	6 14 6	1 7 $\frac{1}{2}$	52
53	15 12 10	2 4 $\frac{1}{2}$	10 14 10	1 11 $\frac{1}{2}$	6 3 -	1 8	53
54	15 9 3	2 5	10 6 10	2 -	5 10 3	1 8 $\frac{1}{2}$	54
55	15 5 10	2 6	9 18 -	2 1	4 16 4	1 8 $\frac{1}{2}$	55
56	15 1 10	2 7 $\frac{1}{2}$	9 8 2	-	4 1 1	-	56
57	14 17 2	2 8 $\frac{1}{2}$	8 17 2	-	3 4 1	-	57
58	14 11 9	2 9 $\frac{1}{2}$	8 4 11	-	2 5 4	-	58
59	14 4 11	2 10 $\frac{1}{2}$	7 10 8	-	1 4 2	-	59
60	13 16 2	3 -	6 14 -	-	-	-	60
61	13 5 4	-	5 14 6	-	-	-	61
62	12 11 11	-	4 11 10	-	-	-	62
63	11 15 8	-	3 5 6	-	-	-	63
64	10 16 4	-	1 15 2	-	-	-	64
65	9 13 7	-	-	-	-	-	65
66	8 6 11	-	-	-	-	-	66
67	6 15 4	-	-	-	-	-	67
68	4 18 -	-	-	-	-	-	68
69	2 13 6	-	-	-	-	-	69

TABLE II.

TABLE of CONTRIBUTIONS, shown in Sterling Money, for a WEEKLY ALLOWANCE of 10*s.* in Sickness to MALES engaged in LIGHT LABOUR;* the Monthly Contribution and Benefit ceasing at the Ages undermentioned.

CONTRIBUTION and BENEFIT to cease at the Age of							
AGE.	70 YEARS.		65 YEARS.		60 YEARS.		AGE.
	Single Payment.	Monthly Con-tribution.	Single Payment.	Monthly Con-tribution.	Single Payment.	Monthly Con-tribution.	
15	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.	s. d.	15
16	12 2 2	- 11	11 3 7	- 10½	10 7 -	- 10	16
17	12 3 11	- 11½	11 4 7	- 10½	10 7 5	- 10	17
18	12 5 6	- 11½	11 5 5	- 10½	10 7 7	- 10½	18
19	12 6 2	- 11½	11 5 4	- 10½	10 6 10	- 10½	19
20	12 6 11	- 11½	11 4 11	- 11	10 5 8	- 10½	20
21	12 7 4	1 -	11 4 -	- 11	10 4 4	- 10½	21
22	12 8 1	1 -	11 3 9	- 11½	10 3 2	- 10½	22
23	12 9 -	1 -½	11 3 9	- 11½	10 2 1	- 10½	23
24	12 10 2	1 -½	11 3 10	- 11½	10 1 2	- 10½	24
25	12 11 5	1 -¾	11 4 -	- 11½	10 - 4	- 10½	25
26	12 12 9	1 -¾	11 4 3	- 11½	9 10 8	- 10½	26
27	12 14 3	1 1	11 4 8	1 -	9 18 11	- 11	27
28	12 15 7	1 1½	11 4 10	1 -	9 18 3	- 11	28
29	12 17 -	1 1½	11 5 -	1 -½	9 17 5	- 11½	29
30	12 18 7	1 1½	11 5 3	1 -½	9 16 5	- 11½	30
31	13 - 4	1 2	11 5 8	1 -½	9 15 7	- 11½	31
32	13 2 4	1 2½	11 6 2	1 1	9 14 9	- 11½	32
33	13 4 7	1 2½	11 7 -	1 1½	9 14 -	1 -	33
34	13 7 -	1 3	11 7 11	1 1½	9 13 6	1 -	34
35	13 9 5	1 3½	11 8 8	1 1½	9 13 1	1 -½	35
36	13 11 7	1 3½	11 9 2	1 2 -	9 12 5	1 -½	36
37	13 13 4	1 4	11 9 3	1 2½	9 11 5	1 -¾	37
38	13 15 -	1 4½	11 9 -	1 2½	9 9 11	1 1	38
39	13 16 7	1 4½	11 9 7	1 3	9 8 -	1 1½	39
40	13 18 1	1 5½	11 8 1	1 3½	9 5 11	1 1½	40
41	13 19 8	1 5½	11 7 6	1 3½	9 5 7	1 1½	41
42	14 1 4	1 6½	11 6 11	1 4	9 1 1	1 2	42
43	14 3 -	1 6½	11 6 2	1 4½	8 18 5	1 2½	43
44	14 4 7	1 7½	11 5 3	1 5	8 15 7	1 2½	44
45	14 6 2	1 7½	11 4 2	1 5½	8 12 5	1 3	45
46	14 7 6	1 8½	11 2 8	1 5½	8 8 11	1 3½	46
47	14 8 7	1 9½	11 - 10	1 6½	8 5 -	1 3½	47
48	14 9 1	1 9½	10 18 2	1 6½	8 - 6	1 4½	48
49	14 9 2	1 10½	10 14 11	1 7½	7 15 1	1 4½	49
50	14 8 6	1 11½	10 10 9	1 8	7 8 11	1 5	50
51	14 7 2	2 -	10 5 8	1 8½	7 1 7	1 5½	51
52	14 5 1	2 -½	9 10 7	1 8½	6 13 2	1 5½	52
53	14 2 4	2 1½	9 12 7	1 9½	6 3 7	1 6	53
54	13 18 11	2 2½	9 4 7	1 9½	5 12 9	1 6½	54
55	13 15 -	2 3	8 15 8	1 10½	5 - 8	1 6½	55
56	13 10 6	2 4	8 5 11	- - -	4 7 5	1 6½	56
57	13 5 6	2 5	7 15 -	- - -	3 12 10	-	57
58	13 - 4	2 6	7 3 7	- - -	2 16 9	-	58
59	12 14 6	2 7½	6 10 11	- - -	1 19 9	-	59
60	12 7 4	2 8½	5 16 5	- - -	1 1 -	-	60
61	11 18 6	- - -	4 19 8	- - -	- - -	-	61
62	11 7 9	- - -	4 - 5	- - -	- - -	-	62
63	10 14 8	- - -	2 17 8	- - -	- - -	-	63
64	9 18 -	- - -	1 11 2	- - -	- - -	-	64
65	8 18 2	- - -	- - -	- - -	- - -	-	65
66	7 14 5	- - -	- - -	- - -	- - -	-	66
67	6 5 9	- - -	- - -	- - -	- - -	-	67
68	4 11 7	- - -	- - -	- - -	- - -	-	68
69	2 10 2	- - -	- - -	- - -	- - -	-	69

* For the Trades and Occupations of Men engaged in LIGHT LABOUR, see p. 73.

Appendix.

TABLE III.

TABLE of CONTRIBUTIONS, shown in Sterling Money, for a WEEKLY ALLOWANCE of 10s. in Sickness to MALES engaged in HEAVY LABOUR;* the Monthly Contribution and Benefit ceasing at the Ages undermentioned.

CONTRIBUTION and BENEFIT to cease at the Age of							
AGE.	70 YEARS.		65 YEARS.		60 YEARS.		AGE.
	Single Payment.	Monthly Con-tribution.	Single Payment.	Monthly Con-tribution.	Single Payment.	Monthly Con-tribution.	
	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.	s. d.	
15	14 17 7	1 1½	13 15 8	1 1	12 13 11	1 1½	15
16	14 18 9	1 1½	13 16 -	1 1	12 13 5	1 1½	16
17	15 - -	1 2	13 16 5	1 1½	12 13 -	1 1½	17
18	15 1 4	1 2½	13 16 10	1 1½	12 12 6	1 1½	18
19	15 2 11	1 2½	13 17 5	1 1½	12 12 2	1 1½	19
20	15 4 7	1 2½	13 18 1	1 1½	12 11 10	1 1½	20
21	15 6 5	1 2¾	13 18 10	1 1¾	12 11 6	1 1	21
22	15 8 2	1 3	13 19 6	1 2	12 11 1	1 1	22
23	15 9 11	1 3¼	14 - 1	1 2½	12 10 7	1 1¼	23
24	15 11 9	1 3½	14 - 9	1 2½	12 10 -	1 1½	24
25	15 13 8	1 3¾	14 1 5	1 2½	12 9 5	1 1½	25
26	15 15 6	1 4	14 2 -	1 2¾	12 8 9	1 1½	26
27	15 17 5	1 4¼	14 2 6	1 3	12 7 11	1 1½	27
28	15 19 4	1 4½	14 3 1	1 3½	12 7 1	1 2	28
29	16 1 3	1 4¾	14 3 6	1 3¾	12 6 1	1 2½	29
30	16 3 3	1 5	14 4 -	1 3¾	12 5 1	1 2½	30
31	16 5 4	1 5½	14 4 5	1 4	12 4 -	1 2½	31
32	16 7 7	1 5½	14 5 1	1 4½	12 2 11	1 2½	32
33	16 10 -	1 6½	14 5 8	1 4½	12 1 10	1 3	33
34	16 12 4	1 6½	14 6 3	1 5	12 - 7	1 3½	34
35	16 14 8	1 7	14 6 8	1 5½	11 19 1	1 3¾	35
36	16 16 10	1 7½	14 6 11	1 5½	11 17 5	1 4	36
37	16 18 11	1 8	14 6 11	1 6	11 15 5	1 4½	37
38	17 - 11	1 8½	14 6 9	1 6½	11 13 1	1 4½	38
39	17 2 10	1 9	14 6 4	1 6¾	11 10 5	1 4½	39
40	17 4 9	1 9½	14 5 10	1 7¼	11 7 6	1 5	40
41	17 6 4	1 10	14 4 11	1 7½	11 4 -	1 5½	41
42	17 7 8	1 10½	14 3 6	1 8	11 - -	1 5½	42
43	17 8 10	1 11½	14 1 10	1 8½	10 15 6	1 6	43
44	17 9 10	1 11¾	13 19 11	1 9	10 10 8	1 6½	44
45	17 10 6	2 -	13 17 5	1 9½	10 5 1	1 6½	45
46	17 10 10	2 1½	13 14 6	1 10	9 18 10	1 7	46
47	17 11 -	2 1½	13 11 2	1 10½	9 12 2	1 7½	47
48	17 10 10	2 2½	13 7 4	1 11	9 4 8	1 7½	48
49	17 10 2	2 3½	13 2 9	1 11½	8 16 2	1 8½	49
50	17 9 2	2 4½	12 17 7	2 -	8 6 11	1 8½	50
51	17 7 8	2 5	12 11 9	2 1	7 16 8	1 9	51
52	17 5 9	2 6	12 5 1	2 1½	7 5 5	1 9½	52
53	17 3 6	2 7	11 17 10	2 2½	6 13 2	1 9½	53
54	17 - 11	2 8	11 9 10	2 3	5 19 10	1 10	54
55	16 18 -	2 9½	11 1 1	2 4	5 5 4	1 10½	55
56	16 14 7	2 10½	10 11 5	-	4 9 5	-	56
57	16 10 4	3 -	10 - 4	-	3 11 7	-	57
58	16 4 8	3 1½	9 7 3	-	2 11 2	-	58
59	15 16 11	3 2½	8 11 6	-	1 7 5	-	59
60	15 6 8	3 4½	7 12 7	-	-	-	60
61	14 13 8	-	6 10 4	-	-	-	61
62	13 17 6	-	5 4 1	-	-	-	62
63	12 18 6	-	3 13 11	-	-	-	63
64	11 16 1	-	1 19 4	-	-	-	64
65	10 10 1	-	-	-	-	-	65
66	9 - 3	-	-	-	-	-	66
67	7 5 8	-	-	-	-	-	67
68	5 5 -	-	-	-	-	-	68
69	2 17 2	-	-	-	-	-	69

* For the Trades and Occupations of Men engaged in HEAVY LABOUR, see p. 73.

TABLE IV.

TABLE OF CONTRIBUTIONS, shown in Sterling Money, for a WEEKLY ALLOWANCE of 10s. in Sickness to Persons of the Occupations undermentioned; the Monthly Contribution and Benefit ceasing in each Case at the Age of SIXTY-FIVE Years.

AGE.	Mariners.		Painters.		Railway Servants.		Miners and Colliers.		AGE.
	Single Payment.	Monthly Contribution.	Single Payment.	Monthly Contribution.	Single Payment.	Monthly Contribution.	Single Payment.	Monthly Contribution.	
	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.	s. d.	
15	-	-	-	-	-	-	18 18	-	15
16	-	-	-	-	-	-	18 16	6	16
17	12 19 7	1 -	14 9 5	1 12	-	-	18 16	3	17
18	13 2 9	1 -	14 15 -	1 2	-	-	18 16	7	18
19	13 5 1	1 1	14 18 10	1 2	-	-	18 17	4	19
20	13 9 9	1 1	15 1 4	1 2	-	-	18 18	7	20
21	13 12 10	1 1	15 2 3	1 3	15 6 10	1 3	19 -	3	21
22	13 17 10	1 2	15 3 5	1 3	15 7 5	1 3	19 13	-	22
23	14 2 10	1 2	15 5 -	1 3	15 7 9	1 3	19 4	1	23
24	14 7 6	1 2	15 6 0	1 3	15 7 3	1 3	19 6	6	24
25	14 11 9	1 3	15 8 7	1 4	15 7 1	1 3	19 8	8	25
26	14 15 10	1 3	15 11 6	1 4	15 6 10	1 4	19 10	10	26
27	14 19 2	1 3	15 15 11	1 4	15 5 8	1 4	19 13	-	27
28	15 1 9	1 4	16 - 9	1 5	15 3 -	1 4	19 14	8	28
29	15 4 6	1 4	16 4 9	1 5	15 - 3	1 4	19 16	1	29
30	15 7 4	1 5	16 8 3	1 6	14 17 9	1 4	19 17	9	30
31	15 10 2	1 5	16 11 2	1 6	14 15 4	1 4	19 19	5	31
32	15 12 6	1 5	16 14 1	1 7	14 13 4	1 4	20 1	1	32
33	15 14 5	1 6	16 17 4	1 7	14 12 2	1 5	20 3	8	33
34	15 15 9	1 6	17 1 2	1 8	14 12 1	1 5	20 5	4	34
35	15 16 2	1 7	17 5 6	1 8	14 11 5	1 5	20 6	7	35
36	15 16 -	1 7	17 10 5	1 9	14 10 0	1 5	20 7	5	36
37	15 17 2	1 8	17 14 9	1 10	14 10 2	1 6	20 7	7	37
38	15 19 2	1 8	17 18 8	1 11	14 11 4	1 6	20 7	4	38
39	16 1 5	1 9	18 2 3	1 11	14 11 4	1 7	20 7	8	39
40	16 3 3	1 9	18 5 11	2 -	14 9 10	1 7	20 8	6	40
41	16 5 7	1 10	18 9 4	2 1	14 6 5	1 7	20 9	-	41
42	16 6 7	1 11	18 11 3	2 2	14 1 5	1 8	20 9	9	42
43	16 6 6	1 11	18 12 2	2 3	13 13 3	1 8	20 8	9	43
44	16 5 8	2 -	18 11 -	2 3	13 3 6	1 7	20 7	1	44
45	16 4 5	2 1	18 7 0	2 4	12 15 1	1 7	20 3	1	45
46	16 2 5	2 1	18 2 5	2 5	12 8 10	1 8	19 18	2	46
47	15 19 9	2 2	17 17 9	2 5	12 2 6	1 3	19 12	-	47
48	15 15 11	2 3	17 10 8	2 6	11 18 11	1 8	19 3	4	48
49	15 11 3	2 4	17 4 1	2 7	11 11 8	1 8	18 13	-	49
50	15 7 1	2 5	16 17 -	2 7	11 2 9	1 9	18 1	9	50
51	15 2 3	2 6	16 8 7	2 8	10 11 2	1 9	17 8	8	51
52	14 16 8	2 7	16 - 5	2 9	9 18 3	1 8	16 14	10	52
53	14 11 4	2 8	15 10 9	2 10	9 2 4	1 8	16 1	6	53
54	14 4 4	2 9	14 17 -	2 11	8 11 4	1 8	15 7	8	54
55	13 15 8	2 10	14 - 9	2 11	8 - 6	1 8	14 12	2	55
56	13 4 1	-	13 1 3	-	7 7 7	-	13 15	2	56
57	12 10 4	-	11 18 2	-	6 15 10	-	12 14	1	57
58	11 14 5	-	10 18 9	-	6 2 11	-	11 9	6	58
59	10 16 3	-	10 4 10	-	5 10 11	-	10 2	-	59
60	9 14 6	-	9 13 -	-	4 14 10	-	8 13	2	60
61	8 10 2	-	8 17 8	-	3 17 10	-	7 2	-	61
62	7 - 11	-	7 13 2	-	2 19 -	-	5 9	11	62
63	5 2 11	-	5 15 11	-	2 1 8	-	3 15	6	63
64	2 15 7	-	3 - 10	-	1 3 8	-	1 19	7	64

Appendix.

TABLE V.
PRESENT VALUE in Sterling Money of an ANNUITY of 10*l.* on a
MALE LIFE. Interest $3\frac{1}{4}$ per Cent.

AGE.	Immediate : For the Whole of Life.	Temporary : To continue to the Age of			Deferred : To commence at the Age of		
		70 Years.	65 Years.	60 Years.	70 Years.	65 Years.	60 Years.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
10	218 12 0						
11	216 19 8						
12	215 5 5						
13	213 9 2						
14	211 11 3						
15	209 12 9	205 7 6	201 17 2	196 16 9	4 5 2	7 15 6	12 15 11
16	207 14 11	203 6 5	199 13 5	194 9 0	4 8 6	8 1 6	13 5 11
17	205 19 7	201 7 6	197 11 8	192 3 2	4 13 0	8 7 11	13 16 5
18	204 7 7	199 11 10	195 12 10	189 19 11	4 15 9	8 14 9	14 7 5
19	203 0 1	198 0 3	193 18 0	188 0 3	4 19 10	9 2 1	14 19 10
20	201 14 9	196 10 8	192 4 10	186 2 1	5 4 1	9 10 0	15 12 9
21	200 5 8	194 17 2	190 7 8	183 19 8	5 8 6	9 18 0	16 5 11
22	198 12 6	192 19 6	188 6 3	181 13 0	5 13 0	10 6 3	16 19 6
23	196 16 4	190 18 8	186 1 7	179 2 9	5 17 8	10 14 9	17 13 7
24	194 17 6	188 15 0	183 14 0	176 9 6	6 2 6	11 3 6	18 8 0
25	192 17 0	186 9 5	181 4 3	173 13 11	6 7 6	11 12 8	19 3 1
26	190 15 8	184 2 10	178 13 5	170 16 10	6 12 9	12 2 3	19 18 10
27	188 14 3	181 16 0	176 1 11	167 18 10	6 18 4	12 12 4	20 15 5
28	186 12 10	179 8 8	173 9 10	164 19 11	7 4 1	13 2 11	21 12 11
29	184 11 6	177 1 3	170 17 4	162 0 2	7 10 3	13 14 1	22 11 3
30	182 10 0	174 13 4	168 4 1	159 19 4	7 16 8	14 5 11	23 10 8
31	180 7 10	172 4 4	165 9 7	155 16 10	8 3 6	14 18 3	24 11 0
32	178 5 0	169 14 5	162 13 9	152 12 7	8 10 7	15 11 3	25 12 5
33	176 1 5	167 3 4	159 16 6	149 6 7	8 18 1	16 4 11	26 14 11
34	173 17 2	164 11 2	156 17 11	145 18 7	9 6 0	16 19 3	27 18 6
35	171 12 6	161 18 3	153 18 1	142 9 0	9 14 3	17 14 5	29 3 6
36	169 8 1	159 5 0	150 17 7	138 18 2	10 3 1	18 10 6	30 9 11
37	167 4 1	156 11 8	147 16 6	135 6 1	10 12 5	19 7 7	31 18 0
38	165 0 9	153 18 5	144 15 0	131 12 10	11 2 4	20 5 8	33 7 11
39	162 17 10	151 4 10	141 12 10	127 18 2	11 13 0	21 5 0	34 19 8
40	160 14 10	148 10 8	138 9 4	124 1 6	12 4 2	22 5 6	36 13 6
41	158 10 11	145 14 10	135 3 9	120 1 11	12 16 0	23 7 1	38 9 0
42	156 5 5	142 16 11	131 15 6	115 18 11	13 8 6	24 9 11	40 6 6
43	153 17 9	139 16 2	128 4 0	111 12 0	14 1 7	25 13 9	42 5 10
44	151 7 9	136 12 5	124 8 11	107 0 9	14 15 4	26 18 10	44 7 0
45	148 15 1	133 5 5	120 10 1	102 4 11	15 9 8	28 5 0	46 10 1
46	146 0 2	129 15 5	116 7 7	97 4 8	16 4 10	29 12 7	48 15 6
47	143 3 2	126 2 6	112 1 7	91 19 10	17 0 8	31 1 7	51 3 4
48	140 4 5	122 6 11	107 12 2	86 10 8	17 17 6	32 12 3	53 13 10
49	137 4 5	118 9 1	102 19 7	80 17 0	18 15 4	34 4 10	56 7 5
50	134 3 11	114 9 6	98 4 4	74 19 3	19 14 5	35 19 8	59 4 7
51	131 3 2	110 8 3	93 6 2	68 17 0	20 14 11	37 17 0	62 6 2
52	128 2 9	106 5 9	88 5 6	62 10 3	21 17 0	39 17 3	65 12 6
53	125 2 8	102 1 10	83 1 10	55 18 6	23 0 10	42 0 9	69 4 1
54	122 3 4	97 16 7	77 15 3	49 1 4	24 6 9	44 8 0	73 1 11
55	119 4 6	93 9 8	72 8 2	41 18 1	25 14 11	45 19 4	77 6 5
56	116 6 10						
57	113 9 9						
58	110 13 4						
59	107 17 1						
60	105 0 0						
61	102 0 11						
62	98 19 3						
63	95 14 7						
64	91 7 2						
65	88 18 0						
66	85 8 3						
67	81 18 8						
68	78 9 11						
69	75 2 1						
70	71 14 11						
71	68 8 1						
72	65 1 2						
73	61 14 2						
74	58 7 0						
75	55 0 1						
76	51 13 5						
77	48 8 0						
78	45 3 9						
79	42 1 1						
80	38 19 8						
81	35 19 6						
82	32 19 4						
83	29 18 5						
84	26 17 7						
85	23 19 4						
86	21 3 6						
87	18 15 9						
88	16 15 4						
89	15 1 6						
90	13 11 0						
91	12 9 1						
92	10 17 7						
93	9 8 7						
94	8 0 8						
95	6 10 5						

TABLE VI.

CALENDAR MONTHLY CONTRIBUTIONS (ceasing when the Benefit commences) to provide a PENSION for LIFE of FIVE SHILLINGS per Week, for MALES from and after the Ages respectively undermentioned.

AGE.	PENSION commencing at the Age of		
	70 YEARS.	65 YEARS.	60 YEARS.
	s. d.	s. d.	£. s. d.
15	— 5 $\frac{1}{2}$	— 10	— 1 4 $\frac{1}{2}$
16	— 5 $\frac{1}{2}$	— 10 $\frac{1}{2}$	— 1 5 $\frac{1}{4}$
17	— 6	— 11	— 1 6
18	— 6 $\frac{1}{2}$	— 11 $\frac{1}{2}$	— 1 7 $\frac{1}{4}$
19	— 6 $\frac{1}{2}$	1 —	— 1 8 $\frac{1}{4}$
20	— 6 $\frac{3}{4}$	1 — $\frac{1}{4}$	— 1 9 $\frac{1}{4}$
21	— 7 $\frac{1}{4}$	1 1 $\frac{1}{4}$	— 1 10 $\frac{1}{2}$
22	— 7 $\frac{1}{2}$	1 2	— 1 11 $\frac{1}{2}$
23	— 8	1 2 $\frac{3}{4}$	— 2 1
24	— 8 $\frac{1}{4}$	1 3 $\frac{1}{2}$	— 2 2 $\frac{1}{4}$
25	— 8 $\frac{3}{4}$	1 4 $\frac{1}{4}$	— 2 3 $\frac{3}{4}$
26	— 9 $\frac{1}{4}$	1 5 $\frac{1}{4}$	— 2 5 $\frac{1}{2}$
27	— 9 $\frac{3}{4}$	1 6 $\frac{1}{4}$	— 2 7 $\frac{1}{4}$
28	— 10 $\frac{1}{4}$	1 7 $\frac{1}{4}$	— 2 9
29	— 10 $\frac{3}{4}$	1 8 $\frac{1}{2}$	— 2 11 $\frac{1}{4}$
30	— 11 $\frac{1}{2}$	1 9 $\frac{1}{2}$	— 3 1
31	1 —	1 10 $\frac{3}{4}$	— 3 3 $\frac{3}{4}$
32	1 — $\frac{3}{4}$	2 — $\frac{1}{4}$	— 3 6 $\frac{1}{4}$
33	1 1 $\frac{1}{4}$	2 1 $\frac{1}{4}$	— 3 9
34	1 2 $\frac{1}{2}$	2 3 $\frac{1}{4}$	— 4 —
35	1 3 $\frac{1}{4}$	2 5	— 4 3 $\frac{1}{2}$
36	1 4 $\frac{1}{4}$	2 7	— 4 7
37	1 5 $\frac{1}{4}$	2 9	— 4 11
38	1 6 $\frac{1}{4}$	2 11 $\frac{1}{4}$	— 5 3 $\frac{1}{2}$
39	1 7 $\frac{1}{4}$	3 1 $\frac{3}{4}$	— 5 8
40	1 8 $\frac{3}{4}$	3 4 $\frac{1}{2}$	— 6 1 $\frac{3}{4}$
41	1 10 $\frac{1}{4}$	3 7 $\frac{1}{2}$	— 6 8
42	1 11 $\frac{1}{4}$	3 10 $\frac{3}{4}$	— 7 2 $\frac{3}{4}$
43	2 1 $\frac{1}{4}$	4 2 $\frac{1}{4}$	— 7 10 $\frac{1}{4}$
44	2 3 $\frac{1}{4}$	4 6 $\frac{1}{4}$	— 8 7
45	2 5 $\frac{1}{4}$	4 10 $\frac{3}{4}$	— 9 4 $\frac{3}{4}$
46	2 7 $\frac{1}{2}$	5 3 $\frac{1}{2}$	— 10 4
47	2 10	5 9	— 11 5 $\frac{1}{4}$
48	3 — $\frac{1}{4}$	6 3 $\frac{1}{2}$	— 12 8 $\frac{1}{2}$
49	3 3	6 10 $\frac{1}{2}$	— 14 2 $\frac{3}{4}$
50	3 7	7 6 $\frac{3}{4}$	— 16 — $\frac{1}{2}$
51	3 10 $\frac{3}{4}$	8 4 $\frac{1}{4}$	— 18 3 $\frac{1}{4}$
52	4 3 $\frac{1}{4}$	9 3 $\frac{1}{4}$	1 1 — $\frac{1}{4}$
53	4 8	10 4 $\frac{1}{4}$	1 4 7 $\frac{1}{4}$
54	5 1 $\frac{3}{4}$	11 7 $\frac{1}{2}$	1 9 3 $\frac{1}{2}$
55	5 8	13 2 $\frac{1}{4}$	1 15 8 $\frac{1}{2}$

TABLE VII.

SINGLE and MONTHLY CONTRIBUTIONS (in Sterling Money) for the
ASSURANCE of £. 10 at DEATH of MALES.

AGE.	Single Payment to Assure £. 10 at Death.	Monthly Contribution payable			
		For Life.	Until 70 Years of Age.	Until 65 Years of Age.	Until 60 Years of Age.
	£. s. d.	s. d.	s. d.	s. d.	s. d.
15	3 1 9	- 3	- 3	- 3	- 3
16	3 2 11	- 3	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
17	3 4 -	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
18	3 5 -	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
19	3 5 11	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
20	3 6 8	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
21	3 7 7	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
22	3 8 8	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
23	3 9 10	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
24	3 11 -	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
25	3 12 4	- 3 $\frac{1}{2}$	- 4	- 4	- 4 $\frac{1}{2}$
26	3 13 7	- 4	- 4	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$
27	3 14 11	- 4	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$
28	3 16 2	- 4	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$
29	3 17 6	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$
30	3 18 10	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$
31	4 - 2	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 5
32	4 1 6	- 4 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$
33	4 2 10	- 4 $\frac{1}{2}$	- 5	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$
34	4 4 3	- 4 $\frac{1}{2}$	- 5	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$
35	4 5 8	- 5	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$
36	4 7 1	- 5	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$	- 6
37	4 8 5	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$	- 6	- 6 $\frac{1}{2}$
38	4 9 10	- 5 $\frac{1}{2}$	- 5 $\frac{1}{2}$	- 6	- 6 $\frac{1}{2}$
39	4 11 2	- 5 $\frac{1}{2}$	- 6	- 6 $\frac{1}{2}$	- 6 $\frac{1}{2}$
40	4 12 6	- 5 $\frac{1}{2}$	- 6 $\frac{1}{2}$	- 6 $\frac{1}{2}$	- 7
41	4 13 11	- 5 $\frac{1}{2}$	- 6 $\frac{1}{2}$	- 6 $\frac{1}{2}$	- 7 $\frac{1}{2}$
42	4 15 4	- 6	- 6 $\frac{1}{2}$	- 7	- 7 $\frac{1}{2}$
43	4 16 10	- 6 $\frac{1}{2}$	- 6 $\frac{1}{2}$	- 7 $\frac{1}{2}$	- 8
44	4 18 5	- 6 $\frac{1}{2}$	- 7	- 7 $\frac{1}{2}$	- 8 $\frac{1}{2}$
45	5 - 1	- 6 $\frac{1}{2}$	- 7 $\frac{1}{2}$	- 8	- 9
46	5 1 9	- 6 $\frac{1}{2}$	- 7 $\frac{1}{2}$	- 8 $\frac{1}{2}$	- 10
47	5 3 7	- 7	- 8	- 9	- 10 $\frac{1}{2}$
48	5 5 5	- 7 $\frac{1}{2}$	- 8 $\frac{1}{2}$	- 9 $\frac{1}{2}$	- 11
49	5 7 4	- 7 $\frac{1}{2}$	- 8 $\frac{1}{2}$	- 10	- 11 $\frac{1}{2}$
50	5 9 3	- 8	- 9	- 10 $\frac{1}{2}$	- 12
51	5 11 2	- 8 $\frac{1}{2}$	- 9 $\frac{1}{2}$	- 11 $\frac{1}{2}$	- 12 $\frac{1}{2}$
52	5 13 -	- 8 $\frac{1}{2}$	- 10	- 11 $\frac{1}{2}$	- 13
53	5 14 11	- 9	- 10 $\frac{1}{2}$	- 11 $\frac{1}{2}$	- 13 $\frac{1}{2}$
54	5 16 10	- 9 $\frac{1}{2}$	- 11	- 12	- 14
55	5 18 8	- 9 $\frac{1}{2}$	- 11	- 12 $\frac{1}{2}$	- 14 $\frac{1}{2}$
56	6 - 6	-	-	-	-
57	6 2 3	-	-	-	-
58	6 4 -	-	-	-	-
59	6 5 10	-	-	-	-
60	6 7 7	-	-	-	-
61	6 9 6	-	-	-	-
62	6 11 5	-	-	-	-
63	6 13 5	-	-	-	-
64	6 15 7	-	-	-	-
65	6 17 9	-	-	-	-
66	6 19 11	-	-	-	-
67	7 2 1	-	-	-	-
68	7 4 3	-	-	-	-
69	7 6 5	-	-	-	-
70	7 8 6	-	-	-	-
71	7 10 8	-	-	-	-
72	7 12 9	-	-	-	-
73	7 14 10	-	-	-	-
74	7 17 -	-	-	-	-
75	7 19 1	-	-	-	-

The following Occupations are included under the term
Light Labour.

Artists.	Gold and silversmiths.
Bakers.	Guards.
Barbers.	Hatters.
Basket-makers.	Ironmongers.
Bleachers.	Lapidaries.
Book trade.	Leather trade.
Brush-makers.	Malt trade.
Butchers.	Messengers.
Button-makers.	Musicians.
Cattle dealers.	Musical instrument makers.
Caulkers.	Opticians.
Chemists.	Out-door dealers.
Clerks.	Painters.
Cloth trade.	Paper trade.
Coach trade.	Plasterers.
Colour-makers.	Potters.
Confectioners.	Principals.
Cooks.	Printing trade.
Compositors.	Riggers.
Composition ornament makers.	Rope-makers.
Conductors.	Sail-makers.
Cork cutters.	Servants.
Custom-house and Dockyard officers.	Shopkeepers.
Drapers.	Silk trade.
Drivers of all vehicles (excepting carts and drays).	Small metalware makers.
Engravers.	Soap and candle trade.
Factory operatives.	Spinners.
Farmers.	Stablekeepers, &c.
Feather dressers.	Tailors.
Flax trade.	Thatchers.
Foremen.	Tobacconists.
Gardeners.	Toy-makers.
Gentlemen.	Watch trade.
	Weavers.
	Woollen trade.

The following Occupations are included under the term
Heavy Labour.

Agricultural labourers.	Labourers.
Brewers and distillers' workmen.	Millers.
Brickmakers.	Plumbers.
Builders.	Salt trade.
Carmen.	Sawyers.
Coal trade.	Shipwrights.
Coopers.	Smiths.
Costermongers.	Sugar refiners.
Glass trade.	Watermen.
Kiln men.	

Appendix.

APPENDIX No. II.

EXTRACT from TABLES OF THE RATES OF GOVERNMENT ANNUITIES, per Act 16 & 17 Vict. c. 45, intituled, "*An Act to consolidate and amend the Laws, and to grant additional Facilities in relation to the Purchase of Government Annuities through the medium of Savings Banks; and to make other Provisions in respect thereof.*" Annuities may be purchased at the expiration of ANY OTHER INTERMEDIATE YEARS than those mentioned in the following Tables.

TABLE No. I.

Per Act 16 & 17 Vict. c. 45.

TABLE showing the VALUE of an IMMEDIATE LIFE ANNUITY of £. 1, according to the Age and Sex of the Person upon whose Life the Annuity is to depend. The first half-yearly Payment of the said Annuity will in all cases become due and be payable on the SECOND Quarterly Day of Payment next following the Day of Purchase.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	Males.			Females.			Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	Males.			Females.		
	Money to be paid down in One Sum at the time of Purchase.			Money to be paid down in One Sum at the time of Purchase.				Money to be paid down in One Sum at the time of Purchase.			Money to be paid down in One Sum at the time of Purchase.		
	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.
If 10 and under 11	21	11	—	22	15	4	If 46 and under 47	14	18	11	16	14	8
11 " 12	21	7	5	22	12	1	47 " 48	14	12	8	16	9	6
12 " 13	21	3	8	22	8	8	48 " 49	14	6	2	16	4	1
13 " 14	20	19	8	22	5	3	49 " 50	13	19	7	15	18	7
14 " 15	20	15	7	22	1	10	50 " 51	13	12	11	15	12	9
15 " 16	20	11	4	21	18	7							
16 " 17	20	7	2	21	15	11	51 " 52	13	6	2	15	6	9
17 " 18	20	3	2	21	13	5	52 " 53	12	19	9	15	—	5
18 " 19	19	19	7	21	11	—	53 " 54	12	13	4	14	14	—
19 " 20	19	16	4	21	8	8	54 " 55	12	7	2	14	7	4
20 " 21	19	13	5	21	6	5	55 " 56	12	1	—	14	—	7
21 " 22	19	10	11	21	3	11	56 " 57	11	15	—	13	13	9
22 " 23	19	9	—	21	1	4	57 " 58	11	9	1	13	6	10
23 " 24	19	7	2	20	18	9	58 " 59	11	3	3	12	10	9
24 " 25	19	5	4	20	16	—	59 " 60	10	17	3	12	12	8
25 " 26	19	3	6	20	13	2	60 " 61	10	11	2	12	5	6
26 " 27	19	1	5	20	10	3	61 " 62	10	4	10	11	13	1
27 " 28	18	18	10	20	7	3	62 " 63	9	18	3	11	10	6
28 " 29	18	16	2	20	4	2	63 " 64	9	11	5	11	2	11
29 " 30	18	13	3	20	1	—	64 " 65	9	4	7	10	15	4
30 " 31	18	10	2	19	17	9	65 " 66	8	17	10	10	7	8
31 " 32	18	6	11	19	14	5	66 " 67	8	11	1	10	—	1
32 " 33	18	3	7	19	11	—	67 " 68	8	4	9	9	12	6
33 " 34	18	—	1	19	7	6	68 " 69	7	18	7	9	5	—
34 " 35	17	16	4	19	4	—	69 " 70	7	12	5	8	17	5
35 " 36	17	12	5	19	—	5	70 " 71	7	6	4	8	9	11
36 " 37	17	8	3	18	16	11	71 " 72	7	—	6	8	2	8
37 " 38	17	4	1	18	13	4	72 " 73	6	14	10	7	15	7
38 " 39	16	19	9	18	9	7	73 " 74	6	9	1	7	8	7
39 " 40	16	15	3	18	5	9	74 " 75	6	3	1	7	1	11
40 " 41	16	10	9	18	1	10	75 " 76	5	17	—	6	15	5
41 " 42	16	6	—	17	17	8	76 " 77	5	10	8	6	8	11
42 " 43	16	1	—	17	13	5	77 " 78	5	3	7	6	2	9
43 " 44	15	15	10	17	9	—	78 " 79	4	16	6	5	17	1
44 " 45	15	10	5	17	4	5	79 " 80	4	9	10	5	11	10
45 " 46	15	4	9	16	19	7	80 or any greater age.	4	3	3	5	7	—

TABLE No. II.

Per Act 16 & 17 Vict. c. 45.

TABLE showing the YEARLY SUM required (or the Money equivalent thereto, to be paid down in One Sum at the Time of Purchase), for a DEFERRED LIFE ANNUITY of £. 1, according to the Age and Sex of the Person upon whose Life the Annuity is to depend. The first half-yearly Payment of the said Annuity will in all cases become due and be payable on the SECOND Quarterly Day of Payment next following any one of the under-mentioned Periods, reckoning such Periods from the Day of Purchase. In this Class of Annuities the Purchase Money will be returned, on application of the Party, if the Annuity shall not have commenced, or on the Death of the Party before the Annuity commences.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 10 YEARS, reckoning from the Day of Purchase.				For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 15 YEARS, reckoning from the Day of Purchase.			
	Males.		Females.		Males.		Females.	
	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.
If 10 and under 11	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
11	1 10 4	14 5 9	1 12 11	15 9 8	18 8	11 17 4	1 - 2	12 15 9
12	1 10 2	14 5 11	1 12 9	15 7 11	18 7	11 16 1	1 - -	12 13 11
13	1 10 -	14 2 6	1 12 6	15 6 -	18 6	11 14 6	- 19 10	12 12 1
14	1 9 11	14 1 2	1 12 4	15 4 1	18 4	11 12 10	- 19 8	12 10 2
15	1 9 9	13 19 11	1 12 1	15 2 2	18 2	11 11 -	- 19 7	12 8 2
16	1 9 7	13 18 6	1 11 11	15 - 1	18 1	11 9 1	- 19 5	12 6 2
17	1 9 5	13 17 -	1 11 8	14 18 -	17 11	11 7 2	- 19 3	12 4 1
18	1 9 3	13 15 2	1 11 5	14 15 9	17 9	11 5 1	- 19 1	12 2 -
19	1 9 -	13 13 2	1 11 2	14 13 6	17 7	11 2 10	- 18 11	11 19 10
20	1 8 10	13 11 1	1 10 11	14 11 3	17 4	11 - 7	- 18 9	11 17 8
21	1 8 7	13 8 10	1 10 8	14 8 11	17 2	10 18 1	- 18 7	11 15 6
22	1 8 4	13 6 6	1 10 5	14 6 5	17 -	10 15 7	- 18 4	11 13 4
23	1 8 1	13 4 1	1 10 2	14 4 -	16 9	10 13 -	- 18 2	11 11 1
24	1 7 9	13 1 6	1 9 11	14 1 5	16 7	10 10 3	- 18 -	11 8 9
25	1 7 6	12 18 10	1 9 8	13 18 11	16 4	10 7 6	- 17 10	11 6 5
26	1 7 2	12 15 11	1 9 4	13 16 4	16 2	10 4 9	- 17 8	11 4 -
27	1 6 11	12 13 -	1 9 1	13 13 9	15 11	10 1 10	- 17 5	11 1 5
28	1 6 7	12 9 11	1 8 10	13 11 2	15 8	9 18 8	- 17 3	10 18 9
29	1 6 3	12 6 9	1 8 6	13 8 5	15 5	9 15 6	- 17 -	10 16 -
30	1 5 11	12 3 6	1 8 3	13 5 8	15 2	9 12 2	- 16 9	10 13 2
31	1 5 6	12 - 2	1 7 11	13 2 9	14 10	9 8 8	- 16 7	10 10 3
32	1 5 2	11 18 9	1 7 7	12 19 9	14 7	9 5 -	- 16 4	10 7 2
33	1 4 9	11 13 2	1 7 3	12 16 8	14 3	9 1 2	- 16 1	10 3 11
34	1 4 5	11 9 5	1 6 11	12 13 6	14 -	8 17 2	- 15 10	10 - 8
35	1 4 -	11 5 6	1 6 7	12 10 2	13 8	8 13 1	- 15 6	9 17 2
36	1 3 6	11 1 4	1 6 3	12 6 8	13 4	8 8 11	- 15 3	9 13 7
37	1 3 1	10 17 1	1 5 10	12 3 1	13 -	8 4 9	- 15 -	9 9 10
38	1 2 7	10 12 6	1 5 5	11 19 4	12 8	8 - 9	- 14 8	9 6 -
39	1 2 1	10 7 10	1 5 -	11 15 5	12 4	7 16 10	- 14 4	9 2 -
40	1 1 7	10 3 1	1 4 7	11 11 4	12 1	7 13 -	- 14 -	8 17 10
41	1 1 1	9 18 3	1 4 2	11 7 2	11 9	7 9 2	- 13 8	8 13 8
42	1 - 7	9 13 4	1 3 8	11 2 9	11 6	7 5 6	- 13 4	8 9 5
43	1 - 1	9 8 8	1 3 2	10 18 3	11 2	7 1 10	- 13 -	8 5 2
44	- 19 7	9 4 -	1 2 8	10 13 6	10 11	6 18 2	- 12 8	8 - 10
45	- 19 1	8 19 6	1 2 2	10 8 8	10 7	6 14 6	- 12 4	7 16 5
46	- 18 7	8 13 1	1 1 8	10 3 9	10 4	6 10 9	- 12 -	7 11 11
47	- 18 2	8 10 8	1 1 2	9 18 10	10 -	6 6 10	- 11 7	7 7 4
48	- 17 8	8 6 5	1 - 7	9 13 9	9 8	6 2 9	- 11 3	7 2 8
49	- 17 3	8 2 1	1 - 1	9 8 8	9 4	5 18 6	- 10 11	6 18 -
50	- 16 9	7 17 9	- 10 6	9 3 6	9 -	5 14 3	- 10 6	6 13 3
51	- 16 4	7 13 4	- 10 -	8 18 3				
52	- 15 10	7 8 9	- 18 5	8 12 11				
53	- 15 4	7 4 -	- 17 10	8 7 5				
54	- 14 19	6 19 -	- 17 3	8 1 11				
55	- 14 3	6 14 1	- 16 8	7 16 5				

TABLE No. II.—Per Act 16 & 17 Vict. c. 45—continued.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 20 YEARS, reckoning from the Day of Purchase.				For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 25 YEARS, reckoning from the Day of Purchase.			
	Males.		Females.		Males.		Females.	
	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
If 10 and under 11	- 12 7	9 15 3	- 13 6	10 9 10	- 8 10	7 18 5	- 9 7	8 11 -
11 " 12	- 12 6	9 13 7	- 13 5	10 8 1	- 8 9	7 16 7	- 9 6	8 9 5
12 " 13	- 12 5	9 11 10	- 13 4	10 6 3	- 8 8	7 14 8	- 9 5	8 7 10
13 " 14	- 12 3	9 9 11	- 13 2	10 4 5	- 8 7	7 12 9	- 9 4	8 6 2
14 " 15	- 12 2	9 8 -	- 13 1	10 2 7	- 8 5	7 10 9	- 9 2	8 4 5
15 " 16	- 12 -	9 5 11	- 12 11	10 - 8	- 8 4	7 8 8	- 9 1	8 2 8
16 " 17	- 11 10	9 3 9	- 12 10	9 18 10	- 8 3	7 6 7	- 9 -	8 - 10
17 " 18	- 11 9	9 1 6	- 12 9	9 16 11	- 8 1	7 4 4	- 8 11	7 18 11
18 " 19	- 11 7	8 19 3	- 12 7	9 15 -	- 7 11	7 2 -	- 8 9	7 16 11
19 " 20	- 11 5	8 16 10	- 12 5	9 12 11	- 7 10	6 19 7	- 8 8	7 14 10
20 " 21	- 11 3	8 14 6	- 12 4	9 10 10	- 7 8	6 17 -	- 8 7	7 12 8
21 " 22	- 11 1	8 12 -	- 12 2	9 8 8	- 7 6	6 14 5	- 8 5	7 10 5
22 " 23	- 10 11	8 9 4	- 12 -	9 6 5	- 7 4	6 11 7	- 8 4	7 8 2
23 " 24	- 10 9	8 6 7	- 11 11	9 4 1	- 7 3	6 8 8	- 8 2	7 5 9
24 " 25	- 10 7	8 3 9	- 11 9	9 1 8	- 7 1	6 5 8	- 8 -	7 3 3
25 " 26	- 10 5	8 - 9	- 11 7	8 19 2	- 6 11	6 2 8	- 7 11	7 - 7
26 " 27	- 10 2	7 17 8	- 11 5	8 16 6	- 6 9	5 19 8	- 7 9	6 17 11
27 " 28	- 10 -	7 14 4	- 11 3	8 13 10	- 6 7	5 16 9	- 7 7	6 15 1
28 " 29	- 9 9	7 11 -	- 11 1	8 11 -	- 6 5	5 13 11	- 7 5	6 12 2
29 " 30	- 9 6	7 7 6	- 10 10	8 8 1	- 6 3	5 11 1	- 7 3	6 9 2
30 " 31	- 9 4	7 4 -	- 10 8	8 5 -	- 6 1	5 8 4	- 7 1	6 6 2
31 " 32	- 9 1	7 - 5	- 10 5	8 1 10	- 5 11	5 5 8	- 6 11	6 3 1
32 " 33	- 8 10	6 17 -	- 10 3	7 18 6	- 5 9	5 3 -	- 6 9	6 - -
33 " 34	- 8 8	6 13 8	- 10 -	7 15 1	- 5 8	5 - 4	- 6 7	5 16 10
34 " 35	- 8 5	6 10 5	- 9 10	7 11 7	- 5 6	4 17 8	- 6 4	5 13 7
35 " 36	- 8 3	6 7 2	- 9 7	7 8 -	- 5 4	4 14 11	- 6 2	5 10 4
36 " 37	- 8 -	6 4 -	- 9 4	7 4 5	- 5 2	4 12 1	- 6 -	5 7 -
37 " 38	- 7 10	6 - 10	- 9 1	7 - 9	- 5 -	4 9 2	- 5 10	5 3 8
38 " 39	- 7 7	5 17 9	- 8 10	6 17 1	- 4 10	4 6 1	- 5 8	5 - 3
39 " 40	- 7 5	5 14 7	- 8 7	6 13 4	- 4 8	4 3 -	- 5 5	4 16 10
40 " 41	- 7 2	5 11 5	- 8 4	6 9 6				
41 " 42	- 7 -	5 8 1	- 8 1	6 5 7				
42 " 43	- 6 9	5 4 7	- 7 10	6 1 7				
43 " 44	- 6 6	5 1 -	- 7 7	5 17 7				
44 " 45	- 6 4	4 17 5	- 7 4	5 13 7				

TABLE NO. II.—Per Act 16 & 17 Vict. c. 45—continued.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.		For an Annuity of £.1 payable at the Second Quarter next following the Expiration of 30 YEARS, reckoning from the Day of Purchase.				For an Annuity of £.1 payable at the Second Quarter next following the Expiration of 35 YEARS, reckoning from the Day of Purchase.			
		Males.		Females.		Males.		Females.	
		Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
10 and under	11	- 6 5	6 6 9	- 7 -	6 18 8	- 4 7	4 19 6	- 5 2	5 10 11
11	12	- 6 3	6 4 11	- 6 11	6 17 1	- 4 6	4 17 7	- 5 1	5 9 3
12	13	- 6 2	6 3 -	- 6 10	6 15 5	- 4 5	4 15 7	- 5 -	5 7 7
13	14	- 6 1	6 1 -	- 6 9	6 13 9	- 4 4	4 13 6	- 4 11	5 5 10
14	15	- 6 -	5 18 11	- 6 8	6 11 11	- 4 3	4 11 4	- 4 10	5 4 -
15	16	- 5 11	5 16 9	- 6 7	6 10 2	- 4 2	4 9 1	- 4 9	5 2 2
16	17	- 5 9	5 14 6	- 6 5	6 8 3	- 4 -	4 6 11	- 4 8	5 - 2
17	18	- 5 8	5 12 2	- 6 4	6 6 3	- 3 11	4 4 10	- 4 7	4 18 1
18	19	- 5 6	5 9 8	- 6 3	6 4 2	- 3 10	4 2 9	- 4 6	4 16 -
19	20	- 5 5	5 7 2	- 6 2	6 2 1	- 3 9	4 - 9	- 4 4	4 13 10
20	21	- 5 3	5 4 7	- 6 -	5 19 10	- 3 8	3 18 9	- 4 3	4 11 8
21	22	- 5 2	5 2 -	- 5 11	5 17 6	- 3 7	3 16 9	- 4 2	4 9 5
22	23	- 5 -	4 19 6	- 5 10	5 15 2	- 3 6	3 14 10	- 4 1	4 7 2
23	24	- 4 11	4 17 1	- 5 8	5 12 8	- 3 5	3 12 11	- 3 11	4 4 10
24	25	- 4 9	4 14 8	- 5 7	5 10 1	- 3 4	3 10 11	- 3 10	4 2 6
25	26	- 4 8	4 12 4	- 5 5	5 7 6	*- 3 3	3 9 -	- 3 9	4 - 2
26	27	- 4 7	4 10 1	- 5 3	5 4 11	- 3 1	3 6 11	- 3 7	3 17 9
27	28	- 4 5	4 7 10	- 5 2	5 2 3	- 3 -	3 4 9	- 3 6	3 15 3
28	29	- 4 4	4 5 6	- 5 -	4 19 7	- 2 11	3 2 6	- 3 5	3 12 10
29	30	- 4 2	4 3 3	- 4 11	4 16 10	- 2 10	3 - 4	- 3 3	3 10 4
30	31	- 4 1	4 - 11	- 4 9	4 14 1				
31	32	- 4 -	3 18 6	- 4 7	4 11 3				
32	33	- 3 10	3 16 -	- 4 6	4 8 4				
33	34	- 3 9	3 13 4	- 4 4	4 5 5				
34	35	- 3 7	3 10 9	- 4 2	4 2 6				

* EXAMPLE in Deferred Life Annuities.

On the 20th May 1857, a male aged 25 and under 26, contracts, by *annual payments*, for an annuity of £.1 a year, to be enjoyed by him during the rest of his life, *after the expiration of a period of 35 years*, reckoning such period from the time of purchase. Under that contract, the party would receive the first half-yearly payment of the said annuity on the 10th October 1892, that being the *second* quarterly day of payment next following the expiration of the term for which the annuity was agreed to be deferred.

In this case the party would be required, *first*, to pay down 3s. 3d. on entering into the contract on the 20th May 1857; and, *secondly*, to continue to make the same payment of 3s. 3d. annually on the 5th April in each of the succeeding 35 years, the *last annual* payment being to be made on the 5th April 1892.

TABLE No. II.—Per Act 16 & 17 Vict. c. 45—continued.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 40 YEARS, reckoning from the Day of Purchase.				For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 45 YEARS, reckoning from the Day of Purchase.			
	Males.		Females.		Males.		Females.	
	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
If 10 and under 11	- 3 4	3 15 11	- 3 9	4 7 1	- 2 5	2 17 2	- 2 9	3 6 7
11 " 12	- 3 3	3 14 1	- 3 9	4 5 4	- 2 4	2 15 9	- 2 8	3 4 11
12 " 13	- 3 2	3 12 4	- 3 8	4 3 8	- 2 3	2 14 4	- 2 8	3 3 4
13 " 14	- 3 1	3 10 6	- 3 7	4 1 10	- 2 2	2 12 11	- 2 7	3 1 8
14 " 15	- 3 -	3 8 9	- 3 6	4 - -	- 2 2	2 11 6	- 2 6	2 19 11
15 " 16	- 2 11	3 7 1	- 3 5	3 18 1	- 2 1	2 10 1	- 2 5	2 18 3
16 " 17	- 2 10	3 5 5	- 3 4	3 16 2	- 2 -	2 8 7	- 2 4	2 16 6
17 " 18	- 2 9	3 3 9	- 3 3	3 14 3	- 2 -	2 7 -	- 2 3	2 14 8
18 " 19	- 2 9	3 2 2	- 3 2	3 12 4	- 1 11	2 5 5	- 2 2	2 12 11
19 " 20	- 2 8	3 - 6	- 3 1	3 10 4	- 1 10	2 3 10	- 2 2	2 11 1
20 " 21	- 2 7	2 18 9	- 3 -	3 8 4				
21 " 22	- 2 6	2 17 -	- 2 11	3 6 3				
22 " 23	- 2 5	2 15 2	- 2 10	3 4 2				
23 " 24	- 2 4	2 13 3	- 2 9	3 2 1				
24 " 25	- 2 3	2 11 5	- 2 7	2 19 11				

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	For an Annuity of £. 1 payable at the Second Quarter next following the Expiration of 50 YEARS, reckoning from the Day of Purchase.			
	Males.		Females.	
	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.	Yearly Sum required.	Money to be paid down in One Sum at the Time of Purchase.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
If 10 and under 11	- -	- 1 9	- 2 8	- 2 9 8
11 " 12	- -	- 1 8	2 1 5	- 1 11 2 8 2
12 " 13	- -	- 1 7	2 - 1	- 1 10 2 6 7
13 " 14	- -	- 1 7	1 18 9	- 1 10 2 5 1
14 " 15	- -	- 1 6	1 17 4	- 1 9 2 3 6

TABLE No. III.

Per Act 16 & 17 Vict. c. 45.

TABLE showing the MONEY required to be paid down in One Sum at the Time of Purchase for a DEFERRED LIFE ANNUITY of £. 1, according to the Age and Sex of the Person upon whose Life the Annuity is to depend. The first half-yearly Payment of the said Annuity will in all cases become due and be payable on the SECOND Quarterly Day of Payment next following any one of the undermentioned Periods, reckoning such Periods from the day of Purchase. In this Class of Annuities the Purchase Money will NOT be returned in any event.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 10 YEARS, reckoning from the Day of Purchase.		Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 15 YEARS, reckoning from the Day of Purchase.		Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 20 YEARS, reckoning from the Day of Purchase.	
	Males.	Females.	Males.	Females.	Males.	Females.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
If 10 and under 11	18 6 3	14 10 1	10 6 5	11 9 2	7 18 10	8 19 7
11 " 12	13 2 11	14 7 3	10 3 7	11 6 7	7 16 4	8 17 2
12 " 13	12 19 7	14 4 3	10 - 8	11 3 11	7 13 10	8 14 9
13 " 14	12 16 2	14 1 4	9 17 9	11 1 2	7 11 2	8 12 3
14 " 15	12 12 8	13 18 5	9 14 9	10 18 6	7 8 7	8 9 10
15 " 16	12 9 2	13 15 7	9 11 9	10 15 11	7 5 11	8 7 5
16 " 17	12 5 10	13 13 1	9 8 10	10 13 7	7 3 3	8 5 3
17 " 18	12 2 9	13 10 9	9 6 -	10 11 4	7 - 8	8 3 1
18 " 19	11 19 9	13 8 6	9 3 4	10 9 1	6 18 3	8 1 -
19 " 20	11 17 1	13 6 2	9 - 10	10 6 11	6 15 11	7 18 11
20 " 21	11 14 8	13 3 11	8 18 6	10 4 8	6 13 8	7 16 9
21 " 22	11 12 5	13 1 0	8 16 4	10 2 4	6 11 6	7 14 7
22 " 23	11 10 6	12 19 -	8 14 4	9 19 11	6 9 6	7 12 4
23 " 24	11 8 7	12 16 5	8 12 4	9 17 5	6 7 6	7 9 11
24 " 25	11 6 7	12 13 9	8 10 3	9 14 11	6 5 5	7 7 7
25 " 26	11 4 6	12 11 -	8 8 1	9 12 4	6 3 2	7 5 1
26 " 27	11 2 2	12 8 2	8 5 9	9 9 8	6 - 10	7 2 6
27 " 28	10 19 7	12 5 4	8 3 2	9 6 11	5 18 3	6 19 11
28 " 29	10 16 10	12 2 5	8 - 5	9 4 1	5 15 7	6 17 3
29 " 30	10 13 11	11 19 4	7 17 6	9 1 2	5 12 9	6 14 6
30 " 31	10 10 10	11 16 4	7 14 6	8 18 3	5 9 9	6 11 8
31 " 32	10 7 8	11 13 2	7 11 4	8 15 3	5 6 8	6 8 9
32 " 33	10 4 4	11 9 11	7 8 1	8 12 2	5 3 6	6 5 9
33 " 34	10 - 10	11 6 7	7 4 8	8 8 11	5 - 3	6 2 9
34 " 35	9 17 2	11 3 3	7 1 1	8 5 9	4 16 11	5 19 7
35 " 36	9 13 4	10 19 10	6 17 4	8 2 5	4 13 6	5 16 5
36 " 37	9 9 5	10 16 5	6 13 6	7 19 -	4 10 -	5 13 2
37 " 38	9 5 3	10 12 11	6 9 6	7 15 7	4 6 5	5 9 10
38 " 39	9 1 -	10 9 3	6 5 5	7 12 -	4 2 11	5 6 4
39 " 40	8 16 8	10 5 6	6 1 4	7 8 4	3 19 4	5 2 10
40 " 41	8 12 2	10 1 7	5 17 2	7 4 6	3 15 9	4 19 3
41 " 42	8 7 6	9 17 7	5 12 11	7 - 6	3 12 2	4 15 6
42 " 43	8 2 8	9 13 4	5 8 7	6 16 5	3 8 6	4 11 8
43 " 44	7 17 8	9 9 -	5 4 2	6 12 3	3 4 10	4 7 10
44 " 45	7 12 6	9 4 6	4 19 9	6 7 11	3 1 2	4 3 10
45 " 46	7 7 4	8 19 9	4 15 3	6 3 5		
46 " 47	7 2 -	8 14 11	4 10 9	5 18 11		
47 " 48	6 16 6	8 9 11	4 6 2	5 14 2		
48 " 49	6 11 -	8 4 9	4 1 6	5 9 5		
49 " 50	6 5 6	7 19 5	3 16 11	5 4 6		
50 " 51	6 - 1	7 13 11				
51 " 52	5 14 8	7 8 3				
52 " 53	5 9 5	7 2 6				
53 " 54	5 4 2	6 16 7				
54 " 55	4 19 -	6 10 7				

Appendix.

TABLE No. III.—Per Act 16 & 17 Vict. c. 45—*continued*.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1. payable at the Second Quarter next following the Expiration of 25 YEARS, reckoning from the Day of Purchase.		Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 30 YEARS, reckoning from the Day of Purchase.		Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 35 YEARS, reckoning from the Day of Purchase.	
	Males.	Females.	Males.	Females.	Males.	Females.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
If 10 and under 11	6 - 10	6 19 3	4 10 6	5 6 8	3 6 4	4 - 6
11 " 12	5 18 7	6 17 1	4 8 6	5 4 9	3 4 6	3 18 9
12 " 13	5 16 4	6 14 11	4 6 5	5 2 9	3 2 8	3 16 11
13 " 14	5 14 -	6 12 8	4 4 4	5 - 9	3 - 9	3 15 1
14 " 15	5 11 7	6 10 5	4 2 3	4 18 9	2 18 10	3 13 4
15 " 16	5 9 3	6 8 3	4 - 1	4 16 9	2 16 10	3 11 6
16 " 17	5 6 10	6 6 3	3 17 11	4 14 11	2 14 11	3 9 9
17 " 18	5 4 6	6 4 3	3 15 9	4 13 1	2 13 -	3 8 -
18 " 19	5 2 3	6 2 4	3 13 8	4 11 2	2 11 1	3 6 3
19 " 20	5 - 1	6 - 4	3 11 7	4 9 4	2 9 2	3 4 5
20 " 21	4 18 -	5 18 3	3 9 7	4 7 5	2 7 4	3 2 8
21 " 22	4 15 11	5 16 2	3 7 7	4 5 5	2 5 7	3 - 9
22 " 23	4 13 11	5 14 -	3 5 8	4 3 4	2 3 10	2 18 10
23 " 24	4 11 10	5 11 10	3 3 8	4 1 3	2 2 1	2 16 10
24 " 25	4 9 9	5 9 6	3 1 7	3 19 -	2 - 4	2 14 10
25 " 26	4 7 6	5 7 2	2 19 7	3 16 10	1 18 6	2 12 9
26 " 27	4 5 2	5 4 9	2 17 5	3 14 6	1 16 8	2 10 8
27 " 28	4 2 8	5 2 3	2 15 2	3 12 2	1 14 10	2 8 6
28 " 29	4 - 1	4 19 8	2 12 11	3 9 9	1 12 11	2 6 4
29 " 30	3 17 5	4 17 1	2 10 7	3 7 4	1 11 -	2 4 2
30 " 31	3 14 8	4 14 4	2 8 4	3 4 10		
31 " 32	3 11 11	4 11 7	2 6 -	3 2 3		
32 " 33	3 9 1	4 8 9	2 3 7	2 19 8		
33 " 34	3 6 3	4 5 11	2 1 3	2 17 -		
34 " 35	3 3 4	4 2 11	1 18 10	2 14 5		
35 " 36	3 - 5	3 19 11				
36 " 37	2 17 6	3 16 11				
37 " 38	2 14 7	3 13 10				
38 " 39	2 11 7	3 10 8				
39 " 40	2 8 8	3 7 5				

TABLE No. III.—Per Act 16 & 17 Vict. c. 45—continued.

Appendix.

Age of the Person at the Time of Purchase upon whose Life the Annuity is to depend.	Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 40 YEARS, reckoning from the Day of Purchase.		Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 45 YEARS, reckoning from the Day of Purchase.		Money to be paid down in One Sum at the Time of Purchase for an Annuity of £. 1, payable at the Second Quarter next following the Expiration of 50 YEARS, reckoning from the Day of Purchase.	
	Males.	Females.	Males.	Females.	Males.	Females.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
If 10 and under 11	2 7 1	2 19 6	1 12 1	2 2 7	1 - 9	1 9 3
11 „ 12	2 5 6	2 17 10	1 10 8	2 1 2	- 19 7	1 8 -
12 „ 13	2 3 10	2 16 3	1 9 3	1 19 8	- 18 6	1 6 8
13 „ 14	2 2 1	2 14 7	1 7 10	1 18 2	- 17 4	1 5 5
14 „ 15	2 - 5	2 12 11	1 6 5	1 16 8	- 16 3	1 4 1
15 „ 16	1 18 9	2 11 3	1 5 -	1 15 2		
16 „ 17	1 17 -	2 9 7	1 3 8	1 13 9		
17 „ 18	1 15 4	2 8 -	1 2 4	1 12 3		
18 „ 19	1 13 9	2 6 4	1 1 -	1 10 10		
19 „ 20	1 12 2	2 4 8	- 19 9	1 9 4		
20 „ 21	1 10 8	2 3 -				
21 „ 22	1 9 2	2 1 3				
22 „ 23	1 7 8	1 19 6				
23 „ 24	1 6 2	1 17 9				
24 „ 25	1 4 9	1 15 11				

Appendix.

NAME of each SAVINGS BANK in the United Kingdom, at which Annuities, not exceeding 30*l.*, may be purchased by the Industrious Classes, under 16 & 17 Vict. c. 45.

Aberdeen.	Falmouth.	Plymouth.
Alnwick.	Farnham.	Poulton-le-Fylde.
Ashford.	Farringdon-street.	Preston.
Aylesbury.	Finsbury.	Reading.
Banbury.	Gainsborough.	Richmond, York.
Banff.	Glasgow.	Romford.
Bath.	Gloucester.	Ross.
Bedford.	Gosport.	Rothsay.
Birmingham.	Grantham.	Sevenoaks.
Blackburn.	Great Yarmouth.	Sheffield.
Boston.	Guildford.	Southampton.
Brecknock.	Halesworth.	Southwell.
Bridgnorth.	Helston.	Stalybridge.
Bridgwater.	Hereford.	Stepney.
Bristol.	High Wycombe.	Stirling.
Bronley.	Holywell.	Stockport.
Buckingham.	Hungerford.	St. Andrew's.
Bury, Lancaster.	Hythe.	St. Clement Danes.
Bury St. Edmund's.	Jedburgh.	Tamworth.
Calne.	Jersey.	Taunton.
Camberwell.	Kelso.	Truro.
Canterbury.	Kensington.	Tynemouth.
Cardiff.	Kingston-on-Hull.	Wallingford.
Carlisle.	Kingston-on-Thames.	Wareham.
Castle Douglas.	King's Lynn.	Warminster.
Cheadle.	Kidderminster.	Warrington.
Chelmsford.	Kirkcaldy.	Warwick.
Chepstow.	Lancaster.	Welchpool.
Chester.	Ledbury.	Wells.
Chichester.	Leith.	Weymouth.
Chippenham.	Lennoxtown.	Whitehaven.
Congleton.	Lincoln.	Wigan.
Coventry.	Liverpool.	Winchcombe.
Crayford.	Louth.	Winchester.
Cupar.	Macclesfield.	Witham.
Deal.	Maidenhead.	Worcester.
Denbigh.	Manchester.	Workington.
Devizes.	Montrose.	Worksop.
Devonport (Union).	Newbury.	Wrrington.
Doncaster.	Newport, Isle of Wight.	York.
Dorchester.	New Sarum.	
Dover.	Northwich.	
Dundee.	Norwich.	
Edinburgh.	Northampton.	
Enfield.	Paisley.	
Evesham.	Pembroke.	
Exeter.	Penzance.	
Eye.	Perth.	
Fakenham.		

IRELAND :

Clonmel.
Cork.
Dublin.
Limerick.
Lurgan.

N ACCOUNT of the Number of Societies enrolled or certified in England, Wales, and the Channel Islands, from 21 June 1793 to 31 December 1856.

COUNTIES.	No. of Societies Enrolled or Certified.	No. of Societies whose Returns were sent back by Post, address not known.	No. of Societies known to be Dissolved.	Societies not for Sickness.
Beds - - - - -	263	10	24	—
Berks - - - - -	189	12	6	—
Bucks - - - - -	203	6	6	1
Cambridge - - - - -	229	12	14	1
Cheshire - - - - -	716	63	26	15
Cornwall - - - - -	362	29	21	—
Cumberland - - - - -	204	27	12	—
Derby - - - - -	505	32	11	7
Devon - - - - -	847	111	51	4
Dorset - - - - -	167	9	8	—
Durham - - - - -	525	56	27	67
Essex - - - - -	673	34	29	3
Gloucester - - - - -	665	10	4	—
Hants - - - - -	641	70	26	2
Hereford - - - - -	122	24	1	—
Herts - - - - -	299	6	6	—
Hunts - - - - -	119	6	1	1
Kent - - - - -	808	102	52	12
Lancaster - - - - -	3,163	805	45	268
Leicester - - - - -	415	39	7	—
Lincoln - - - - -	301	—	1	13
Middlesex - - - - -	Not ascertained.		—	—
Monmouth - - - - -	432	24	27	1
Norfolk - - - - -	723	34	8	1
Northampton - - - - -	391	18	7	3
Northumberland - - - - -	345	51	7	86
Notts - - - - -	354	28	13	3
Oxford - - - - -	190	13	7	3
Rutland - - - - -	28	—	—	—
Salop - - - - -	507	66	45	3
Somerset - - - - -	664	80	19	2
Stafford - - - - -	1,119	87	36	3
Suffolk - - - - -	715	31	16	—
Surrey - - - - -	976	200	19	5
Sussex - - - - -	243	7	4	—
Warwick - - - - -	1,047	151	18	4
Westmorland - - - - -	57	4	—	—
Wilts - - - - -	292	12	9	—
Worcester - - - - -	506	44	10	1
York - - - - -	1,161	56	22	104
Anglesey - - - - -	42	2	5	—
Brecon - - - - -	149	5	8	—
Cardigan - - - - -	94	10	—	—
Cardmarthen - - - - -	117	4	2	—
Carnarvon - - - - -	66	1	—	—
Denbigh - - - - -	171	8	25	1
Flint - - - - -	96	4	1	—
Glamorgan - - - - -	544	49	19	1
Merioneth - - - - -	52	1	—	—
Montgomery - - - - -	98	10	5	—
Pembroke - - - - -	88	11	5	1
Radnor - - - - -	11	—	—	—

SAVINGS BANKS

ACCOUNT of the Number of DEPOSITORS, and of CHARITABLE INSTITUTIONS and deposited, divided into Classes,

			ENGLAND AND CHANNEL ISLANDS. Population, 16,700,660.			W A L E S. Population, 999,198.		
			Number of Depositors.	Amount of Investments.	Average Amount invested by each Depositor.	Number of Depositors.	Amount of Investments.	Average Amount invested by each Depositor.
				£.	£. s.		£.	£. s.
Not exceeding 1 l.			151,950	45,457	- 5	3,249	956	- 5
Above 1 l., and not exceeding 5 l.			219,371	553,237	2 -	4,093	10,953	2 -
5 l.	"	10 l.	146,657	1,023,473	6 -	3,742	25,629	6 -
10 l.	"	15 l.	106,743	1,275,105	11 -	3,242	37,097	11 -
15 l.	"	20 l.	65,246	1,116,000	17 -	1,746	29,693	17 -
20 l.	"	30 l.	112,297	2,689,979	23 -	3,565	84,342	23 -
30 l.	"	40 l.	90,624	3,014,613	33 -	2,884	95,426	33 -
40 l.	"	50 l.	44,933	1,992,295	44 -	1,250	54,959	43 -
50 l.	"	75 l.	75,795	4,592,076	60 -	2,219	133,629	60 -
75 l.	"	100 l.	36,446	3,155,807	86 -	907	77,668	85 -
100 l.	"	125 l.	24,501	2,716,345	110 -	612	67,916	110 -
125 l.	"	150 l.	14,857	2,026,656	136 -	322	43,876	136 -
150 l.	"	200 l.	23,427	3,982,962	170 -	519	86,857	167 -
Exceeding 200 l.			1,441	319,465	221 -	26	5,551	213 -
Number and Amount of individual Depositors in Savings Banks - - -			1,114,288	28,503,470	25 -	28,376	754,552	26 -
Number and Amount of Charitable Institutions - -			12,861	614,076	47 -	413	30,510	73 -
Number and Amount of Friendly Societies - - -			8,241	1,287,324	156 -	488	93,782	192 -
TOTAL - - -			1,135,390	30,404,870	26 -	29,277	878,844	30 -

Number of Banks:—England - - -				469
" " Wales - - -				31
" " Scotland - - -				47
" " Ireland - - -				52
TOTAL - - -				599

- - - - - SAVINGS BANKS.

FRIENDLY SOCIETIES depositing their Funds in SAVINGS BANKS, and of the Sums on the 20th November 1856.

SCOTLAND. Population, 2,888,742.			IRELAND. Population, 6,515,794.			TOTAL. Population, 27,104,394.		
Number of Depo- sitors.	Amount of Invest- ments.	Average Amount invested by each Depositor.	Number of Depo- sitors.	Amount of Invest- ments.	Average Amount invested by each Depositor.	Number of Depositors.	Amount of Investments.	Average Amount invested by each Depositor.
£.	£. s.		£.	£. s.		£.	£. s.	
27,464	7,353	- 5	3,689	1,198	- 6	186,352	54,964	- 5
28,225	71,568	2 -	7,546	20,430	2 -	259,235	656,188	2 -
16,574	116,164	7 -	6,648	47,705	7 -	173,621	1,212,971	6 -
11,144	134,364	12 -	6,092	73,077	11 -	127,221	1,519,643	11 -
6,630	113,911	17 -	3,893	67,355	17 -	77,515	1,326,959	17 -
8,988	239,615	24 -	7,722	184,666	23 -	132,572	13,98,602	24 -
6,211	209,849	33 -	8,416	275,308	32 -	108,135	3,595,196	33 -
3,573	157,754	44 -	2,832	125,786	44 -	52,588	2,330,794	44 -
4,836	292,660	60 -	4,912	297,540	60 -	87,762	5,315,905	60 -
2,150	185,250	86 -	2,136	186,767	87 -	41,639	3,605,492	86 -
1,251	138,004	110 -	1,251	139,041	111 -	27,615	3,061,306	110 -
680	92,964	136 -	726	99,098	136 -	16,585	2,262,594	136 -
732	122,601	167 -	1,010	169,322	167 -	25,688	4,361,742	169 -
20	4,836	241 -	32	6,525	203 -	1,519	336,377	221 -
118,478	1,886,893	15 -	56,905	1,693,818	29 -	1,318,047	32,838,733	24 -
922	35,529	38 -	383	18,902	49 -	14,579	699,017	47 -
97	16,150	166 -	220	11,006	50 -	9,046	1,408,262	155 -
119,497	1,938,572	16 -	57,508	1,723,726	29 -	1,341,672	34,946,012	26 -
Number and Amount of Friendly Societies in direct account with the Commissioners for the Reduction of the National Debt						560	1,952,336	3,486 -
						1,342,232	36,898,348	-

LIVERPOOL TOWN DUES, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 29 May 1857;—for,

RETURNS “from the Town of *Liverpool* of earliest TARIFF of TOWN DUES, including ANCHORAGE:”

“Of present TARIFF of Ditto, and any other Tariffs used from time to time:”

“Of Changes made in the TARIFF from time to time either by way of Imposition of New Items, or Abolition of Old Items, or by way of Augmentation or Reduction of, or Composition for, Dues previously levied, with the Date of each Change, and the Authority by which it was made:”

“COPIES of any TABLES or LISTS in the possession of the Corporation which have been at any time used by the Corporation, as containing the Tariff of TOWN DUES, with their respective Dates:”

“RETURN of Amount of TOWN DUES for each Year from the time they were first received by the Corporation, or from the earliest Date at which the Return can be furnished to the present time:”

“ACCOUNTS of the various AMOUNTS spent by the Corporation from time to time on SHIPPING Purposes since they first received TOWN DUES, giving for each Item so spent, the Date; a full and explicit Description of the Shipping Purpose to which it has been Applied, the Authority under which it has been Expended; in cases where such Expenditure has produced any Return, the Amount of such Return, whether in the shape of Annual or Temporary Receipts, or of Purchase Money, or both, or otherwise:”

“Of the AMOUNT of the DEBT now charged directly or collaterally on the BOROUGH FUND, giving the Date at which each Portion of the Debt was Contracted; the Purpose for which it was Contracted; the Authority under which it was Contracted; the Terms on which it was Contracted:”

“RETURN of the Quantity of LAND Reclaimed from the *Mersey* by the Expenditure of Moneys belonging to the DOCK ESTATE, and claimed by the Corporation as their Property, and an Account of any subsequent Grants or Sales of any such Land, giving in the Case of each Grant or Sale the Date of the Transaction, the Party to whom such Land was Granted or Sold; the Quantity, Description, and Situation of the Land Granted or Sold; the Price or Consideration (if any) paid or given by the Dock Estate; the mode in which the Price (if any) was determined; the Authority, whether by Act of Parliament or otherwise, under which the Grant or Sale was made; to be accompanied by a Map showing the original and present Condition of the Land so Granted or Sold:”

“ACCOUNTS of all Purchases by the Corporation, of LAND on the *Cheshire* side of the *Mersey*, giving in each Case the Date of the Purchase; the Parties from whom the Purchase was made; the Quantity, Description, and Situation of the Land Purchased; the Price given; to be accompanied by a Map, showing the Situation of the Land:”

“And of all SALES or LEASES by the Corporation of *Liverpool*, of LAND on the *Cheshire* side of the *Mersey*, giving in each Case the Date of the Sale or Lease; the Parties to whom the Sale or Lease was made; the Quantity, Description, and Situation of the Land Sold or Leased; in case of a Lease the Term for which Leased; the Price, Rent, or other Consideration received, to be accompanied by a Map showing the Situation of the Land.

(*Sir James Graham.*)

Ordered, by The House of Commons, to be Printed,
7 July 1857.

No. 1.

RETURN of the earliest TARIFF of TOWN DUES, including ANCHORAGE; and,

No. 2.

RETURN of the present TARIFF of TOWN DUES, and every other Tariffs used from time to time.

THE following are copies of the earliest tariff of town dues, including anchorage, and of the present tariff, and of any other tariffs used from time to time, so far as can be discovered from the records or documents of the Corporation, and though some of the items do not come under the denomination of town dues, or anchorage, they are set out in full as they appear amongst the documents of the corporation.

LIVERPOOL.—13th December 1613.

ORDERS set down and prescribed to be observed by the Keeper of the Common Warehouse of this Town for the time being, and by him to be collected, of all such Goods, Merchandizes, and Commodities coming in or going out from the said Town, agreed upon the Day and Year aforesaid by *Peter Ulster, Abraham Darby*, Mayor of the Town of Liverpool, *Edward More, Esq., Thomas Molyneux, Esq., Recorder, Edmund Rose, William Banister*, and *Thomas Hockenhull*, Gentlemen, Aldermen of this Town.

A TABLE for TOWN'S CUSTOM and HALLAGE.

Imprimis, for every packe - - - -	ij ob.	Item, for every hund ^d weight of brass, pewter, or such like metal proportionable after the rate - - - -	1 ^d
Item, for every fardell - - - -	1 ^d	„ for every pack of felts, containing 400, after the rate of ij ^d , and so after that portion more or less only for after the rate of ij the	
„ for every bundle - - - -	1 ^d	„ for every doz. of calf skins tanned -	ob.
„ for every firkin - - - -	1 ^d	„ for every hund ^d w ^t of rough tallow -	ob.
„ for every bale of hops - - - -	ij ^d	„ for every bundle of musketts, fowling-pieces -	1 ^d
„ for every sack of hops - - - -	ij ^d	„ bundle of halberts, scythes, frying-pans, horse-shoes, iron wares, doz. chairs, crooks, and other wood ware -	1 ^d
„ for every dicker of salt hydes - - -	iiij ^d	„ for every small bag of grocery ware and dying ware - - - -	1 ^d
„ for every barrel of small wares - -	1 ^d	„ for every hundred of fish - - - -	1 ^d
„ for every tun of - - - -	iiij ^d	„ for all other matters due to be paid for to the hall-keeper, and not mentioned in this table, if it be questioned, to be ruled by the mayor of this town for the time being.	
„ for every small bag - - - -	1 ^d		
„ for every dry fat - - - -	ij ^d		
„ for every hamper - - - -	1 ^d		
„ for every tun of grain - - - -	iiij ^d		
„ for every stock pit - - - -	1 ^d		
„ for every barrel of beef - - - -	1 ^d		
„ for every doz. of crooks - - - -	1 ^d		
„ for every doz. of scythes - - - -	1 ^d		
„ for every tunne of iron traine, and for all wares and commodities by the tunne, after that portion - - - -	iiij ^d		
„ for every hundred weight of cheese and bacon, or such like commodities, being victual - - - -	1 ^d		

LEVERPOOLE—1674.

A TABLE of the CUSTOMES and HALLIDGE DUTY within the Town and Burrough of *Leverpoole*, of all Goodes, Wares, and Merchandize, as well going forth as coming in.

	s. d.		s. d.
For every horse pack of goodes or merchandise -	4	For every drifatt - - - -	6
For every Irish pack of yarne - - - -	6 ob.	For every hamper - - - -	2
For every pack of skines or drie pelts - - -	6	For every tunne of corne to and from forreigne parts - - - -	1 -
For every bundle, or fardle, or trusse - - -	2	For every tunne of corn coastwayes - - -	8
For every barrel, halfe barrel, or firkin - -	2	For every dozen of sithes - - - -	2
For every dicker of hides, greene or tann'd -	10	For every dozen of sickles or hookes - - -	ob.
For every bag of hopes - - - -	4	For every tunne of iron - - - -	1 -
For every packet of hopes - - - -	2	For every hoghead of oyle - - - -	1 -
For every tunne of emptie cask - - - -	8		

For every hundred of bacon, cheese, and other provisions - - - - -	s. d.	For every crate of cups or pipes into foreign parts - - - - -	s. d.
For every hundred brass, pewter, and other mettall - - - - -	- 2	For every crate of cups or pipes along the coast - - - - -	- 2
For every dozen of calfe skins tann'd - - - - -	- 2	For every tunne of lead inward - - - - -	- 6
For every hundred of rough tallow - - - - -	- 1	For every tunne of lead into foreign parts - - - - -	1 -
For every hundred of fish - - - - -	- 2	For every tunne of oatmeale - - - - -	- 6
For every hogshead - - - - -	- 4	For every tunne of rosin - - - - -	- 1
For every puncheon - - - - -	- 6	For every ten barrells of salt along the coast - - - - -	- 6
For every butte or pipe - - - - -	- 8	For every ten barrells of salt into foreign parts - - - - -	1 -
For every bale of madder - - - - -	1 -	For every barrell of tar - - - - -	- 2
For every great pack - - - - -	- 6	For every barrell of tinne - - - - -	1 -
For every great trunk - - - - -	- 3	For every bag of woole - - - - -	- 4 ob.
For every small trunk - - - - -	- 2	For every cart load of wett pelts - - - - -	- 4
For every great chest - - - - -	- 3	For every vessel that anchors in the river - - - - -	- 5
For every small chest - - - - -	- 2	For every thousand of barrell staves - - - - -	1 -
For every box - - - - -	- 2	For every thousand of lathes and hoopoes - - - - -	- 3
For every tunne of butter - - - - -	1 -	For every tunne of timber and balkes - - - - -	- 6
For every horse, oxe, or cow - - - - -	- 1	For boards of all sorts, per hundred - - - - -	- 10
For every five sheep or swine - - - - -	- 1	For polls for masts and yardenes for ships per dozen - - - - -	1 -
For every chaldron of coals into foreign parts - - - - -	- 2	For tallow rendered, per hundred - - - - -	- 3
For every chaldron of coals along the coast - - - - -	- 1	For wines, vinegar, and brandie, per tunne - - - - -	4 -
For every cart load of muggs into foreign parts - - - - -	- 6	For herrings, per barrell - - - - -	- 4
For every cartload of muggs along the coast - - - - -	- 4	For lead ore, per hundred - - - - -	- ob.

Note.—That for every barrell of herrings imported and sent to Sankey or any other place per boat, the towne custome is to receive a penny per barrell, setting thereon the towne marke * * * as per order of Councell.

TOWN DUES.

CHARGES INWARDS and OUTWARDS, Copied from the Brass Plates in the possession of the Corporation of *Liverpool.*

	Leverpoole, 1674. A Table of the Customs and Hallidge Duty within the Towne and Borough of Leverpoole, of all Goodes, Wares, and Merchandizes, as well going forth as coming in.	LIVERPOOL TOWN DUTIES.		LIVERPOOL TOWN DUTIES.	
		Inwards.	Outwards.	Inwards.	Outwards.
	s. d.	s. d.	s. d.	s. d.	s. d.
Ashes of fern, the 100 bushels - - - - -	- - -	1 4	- 8	1 4	- 8
Alabaster, the ton - - - - -	- - -	- 2	- 2	- 2	- 2
Butter, the ton - - - - -	- - -	1 -	- 6	1 -	- 6
For every ton of butter - - - - -	1 -	-	-	-	-
Bacon, the ton - - - - -	- - -	1 -	- 6	1 -	- 6
For every hundred of bacon, cheese, and other provisions - - - - -	- 2	-	-	-	-
Bottled beer, a tierce - - - - -	- - -	- 3	- 1½	- 3	- 1½
Bottled beer or ale, a barrel - - - - -	- - -	- 2	- 1	- 2	- 1
Brimstone, a hogshead - - - - -	- - -	- 4	- 2	- 4	- 2
Bricks, a thousand - - - - -	- - -	-	-	-	-
For every barrel, half barrel or firkin - - - - -	- 2	-	-	-	-
For every hundred of brass, pewter, and other metals - - - - -	- 2	-	-	-	-
For every bale of madder - - - - -	1 -	-	-	-	-
For every great pack - - - - -	- 6	-	-	-	-
For every great trunk - - - - -	- 3	-	-	-	-
For every small trunk - - - - -	- 2	-	-	-	-
Corn of all sorts, the 100 bushels - - - - -	- - -	1 4	- 8	1 4	- 8
For every tunne of corne to and from foreign parts - - - - -	1 -	-	-	-	-
For every tunne of corn coastwise - - - - -	- 8	-	-	-	-
Clay for pipes or potters, a ton - - - - -	- - -	- 3	- 3	- 3	- 3
For every great chest - - - - -	- 3	-	-	-	-
For every small chest - - - - -	- 2	-	-	-	-
For every box - - - - -	- 2	-	-	-	-

(continued)

RETURNS RELATING TO LIVERPOOL TOWN DUES, &c.

	Liverpool, 1674. A Table of the Customs and Hallidge Duty within the Towne and Borough of Liverpool, of all Goodes, Wares, and Merchandizes, as well going forth as coming in.	LIVERPOOL TOWN DUTIES.		LIVERPOOL TOWN DUTIES.	
		Inwards.	Outwards.	Inwards.	Outwards.
	s. d.	s. d.	s. d.	s. d.	s. d.
Calamine, a ton - - - - -	- - - - -	- 3	- 3	- 3	- 3
Cheese, a ton - - - - -	- - - - -	- 6	- 6	- 6	- 6
Currants, a butt - - - - -	- - - - -	- 8	- 4	- 8	- 4
Cotton, a bag - - - - -	- - - - -	- 2	- 1	- 2	- 1
Cotte woode, a ton - - - - -	- - - - -	1 -	- 6	1 -	- 6
Coals - - - - -	- - - - -	- 2	- 2	- 2	- 2
For every chaldron of coals into foreign parts	- 2	-	-	-	-
For every chaldron along the coast	- 1	-	-	-	-
Cow hides, each - - - - -	- - - - -	- 1	- 1	- 1	- 1
Cow shanks, per 1,000 - - - - -	- - - - -	- 2	- 1	- 2	- 1
Cow horns, per 100 - - - - -	- - - - -	- 1	-	- 1	-
A case of dry goods - - - - -	- - - - -	- 4	- 2	- 4	- 2
A chest of dry goods - - - - -	- - - - -	- 4	- 2	- 4	- 2
A box of dry goods - - - - -	- - - - -	- 2	- 1	- 2	- 1
A candle box - - - - -	- - - - -	- 1	- 1	- 1	- 1
For every tunne of emptie cask - - - - -	- 8	-	-	-	-
For every drifate - - - - -	- 6	-	-	-	-
For every hamper - - - - -	- 2	-	-	-	-
Deals, per 100 - - - - -	- - - - -	1 -	- 6	1 -	- 6
Dyeing woods of every kind, a ton - - - - -	- - - - -	- 6	- 3	- 6	- 3
Deer skins, per 100, loose - - - - -	- - - - -	- 3	- 1 1/2	- 3	- 1 1/2
Deer skins, dressed, a hogshead - - - - -	- - - - -	- 4	- 2	- 4	- 2
Elephants' teeth, a ton - - - - -	- - - - -	1 -	- 6	1 -	- 6
Earthenware, a crate - - - - -	- - - - -	- -	- 2	- 2	-
Earthenware, loose, a cart load - - - - -	- - - - -	- -	- 4	- 4	-
For every crate of cups, or pipes into foreign parts	- 2	-	-	-	-
For every crate of cups or pipes, along the coast	- 1	-	-	-	-
Ebony, a ton - - - - -	- - - - -	- 6	- 3	6 -	- 3
Feathers, a bed or a bag - - - - -	- - - - -	- 3	-	- 3	-
Fish, salted or stock fish - - - - -	- - - - -	1 -	- 6	1 -	- 6
For every hundred of fish - - - - -	- 2	-	-	-	-
Groceries, a hogshead, coastwise - - - - -	- - - - -	- 2	- 2	- 2	- 2
Groceries, a firkin - - - - -	- - - - -	- 1 1/2	- 1 1/2	- 2 1/2	- 1 1/2
Ginger, a bag - - - - -	- - - - -	- 1	- 1 1/2	- 1	- 1 1/2
Gum seneca, a ton - - - - -	- - - - -	1 -	- 6	1 -	- 6
Glass bottles, 100 dozen - - - - -	- - - - -	1 -	- 6	1 -	- 6
For every hogshead - - - - -	- 4	-	-	-	-
For every puncheon - - - - -	- 6	-	-	-	-
For every butt or pipe - - - - -	- 8	-	-	-	-
Hemp and flax, a ton - - - - -	- - - - -	1 -	- 6	1 -	- 6
For every horse, ox, or cow - - - - -	- 1	-	-	-	-
Hops, a pocket - - - - -	- - - - -	- 2	- 2	- 2	- 2
For every bag of hops - - - - -	- 4	-	-	-	-
For every packet of hops - - - - -	- 2	-	-	-	-
Herrings, a barrel - - - - -	- - - - -	- 1	- 1	- 1	- 1
Herrings, per barrel - - - - -	- 4	-	-	-	-
Hydes, tanned, a bundle - - - - -	- - - - -	- -	- 1	- -	- 1
For every bicker of hydes, green or tanned	- 10	-	-	-	-
For every dozen of calf skins, tanned	- 2	-	-	-	-
Iron in bars, a ton - - - - -	- - - - -	1 -	- 6	1 -	- 6
Iron in pigs, a ton - - - - -	- - - - -	- 6	- 3	- 6	- 3
Iron ore, a ton - - - - -	- - - - -	- 3	- 3	- 3	- 3
For every tunne of iron - - - - -	1 -	-	-	-	-
Kelp, a ton - - - - -	- - - - -	- 6	- 3	- 6	- 3
Linnens of all sorts, a pack - - - - -	- - - - -	- 4	- 2	- 4	- 2
Linnens, a box or bundle - - - - -	- - - - -	- 2	- 1	- 2	- 1
For lead ore, per hundred - - - - -	- - - - -	- -	- -	- -	- -
Lead ore, copper or copper ore, a ton - - - - -	- - - - -	- 6	- 6	- 6	- 6
For every ton of lead inwards - - - - -	- 6	-	-	-	-
For every ton of lead into foreign parts - - - - -	1 -	-	-	-	-
Lemon, the chest - - - - -	- - - - -	- 2	- 1	- 2	- 1

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		Inwards.	Outwards.	Inwards.	Outwards.
	s. d.	s. d.	s. d.	s. d.	s. d.
Lignum vitæ, a ton - - - - -	- - - - -	- 6	- 3	- 6	- 3
Lathwood, a fathom - - - - -	- - - - -	- 2	- 1	- 2	- 1
Mahogany, ton - - - - -	- - - - -	- 6	- 6	- 6	- 3
Masts, large - - - - -	- - - - -	- 3	- -	- 2	- 1
Masts, middle - - - - -	- - - - -	- 2	- -	- 6	- 6
Masts, small - - - - -	- - - - -	- 1	- -	- 3	- -
For poles for masts, and yards for ships, per dozen - - - - -	1 -	- -	- -	- -	- -
For every horsepack of goods or merchandise - - - - -	- 4	- -	- -	- -	- -
Molasses, a hogshead - - - - -	- - - - -	- 2	- 2	- 2	- -
For every cart load of mugs into foreign parts - - - - -	- 6	- -	- -	- -	- -
For every cart load of mugs along the coast - - - - -	- 4	- -	- -	- -	- -
Meal of oats, &c., a ton - - - - -	- - - - -	- 6	- 6	- 1	- -
Nuts, a barrel - - - - -	- - - - -	- 2	- 1	- 2	- 1
Nuts, a bag - - - - -	- - - - -	- 1	- 1	- 1	- 1
Oak bark, a ton - - - - -	- - - - -	- 6	- 6	- 6	- 6
Oak timber, a ton - - - - -	- - - - -	- 6	- 6	- 6	- 6
Oak plank, per 100 - - - - -	- - - - -	- -	- -	- -	- -
Olive oil, a butt - - - - -	- - - - -	- 8	- 4	- 8	- 4
Oil of fish, or train oil, the hogshead - - - - -	- - - - -	- 2	- 2	- 2	- 2
For every hogshead of oyle - - - - -	1 -	- -	- -	- -	- -
For every ton of oatmeal - - - - -	- 6	- -	- -	- -	- -
Potatoes, per 100 bushels - - - - -	- - - - -	1 -	1 -	1 -	1 -
Pasteboard, a bundle - - - - -	- - - - -	- 1	- 1	- 1	- 1
Paper, a pack - - - - -	- - - - -	- 2	- 2	- 2	- 2
Perry, or cyder, a hogshead - - - - -	- - - - -	- 2	- 2	- 2	- 2
Pots, iron, a ton - - - - -	- - - - -	- 6	- 3	- 6	- 3
Powder (gun) - - - - -	- - - - -	- 1	- 1	- 1	- 1
Rum, brandy, or any foreign spirit, a puncheon - - - - -	- - - - -	- 8	- 4	- 8	- 4
Rum, brandy, or any foreign spirit, a hogshead - - - - -	- - - - -	- 6	- 3	- 6	- 3
Rice, a barrel - - - - -	- - - - -	- 2	- 1	- 2	- 1
For every ton of rosin - - - - -	1 -	- -	- -	- -	- -
For every five sheep or swine - - - - -	- 1	- -	- -	- -	- -
Sugar, a hogshead - - - - -	- - - - -	- 4	- 2	- 4	- 2
Sugar, a tierce - - - - -	- - - - -	- 3	- 1½	- 3	- 1½
Sugar, a barrel - - - - -	- - - - -	- 2	- 1	- 2	- 1
Salt, white, 100 bushels - - - - -	- - - - -	- -	2 -	- -	2 -
Salt, white, going coastwise, 100 bushels - - - - -	- - - - -	- -	1 -	- -	1 -
For every 10 barrels of salt along the coast - - - - -	- 6	- -	- -	- -	- -
For every 10 barrels of salt into foreign ports - - - - -	1 -	- -	- -	- -	- -
Salt, rock, per 100 bushels - - - - -	- - - - -	- -	- -	- -	- -
Salt, rock, coastwise, per 100 bushels - - - - -	- - - - -	- -	- -	- -	- -
Slates, per 1,000 - - - - -	- - - - -	- 1	- -	- 1	- -
Staves, per 100 - - - - -	- - - - -	- 6	- 3	- 6	- 3
For every thousand of barrel staves - - - - -	1 -	- -	- -	- -	- -
Seeds for gardens, a sack - - - - -	- - - - -	- 1	- 1½	- 1	- 1½
Soap, a box - - - - -	- - - - -	- 1	- 1½	- 1	- 1½
Starch, a chest - - - - -	- - - - -	- 2	- 2	- 2	- 2
For every dozen of sithes - - - - -	- 2	- -	- -	- -	- -
For every dozen of sickles or hookes - - - - -	- - - - -	- -	- -	- -	- -
Spirits drawn from corn, a puncheon - - - - -	- - - - -	- 2	- 2	- 2	- 2
For every packe of skins of drie pelts - - - - -	- 6	- -	- -	- -	- -
For every cart load of wet pelts - - - - -	- 4	- -	- -	- -	- -
Tobacco, a hogshead - - - - -	- - - - -	- 4	- 2	- 4	- 2
For every thousand of laths or hoops - - - - -	- 3	- -	- -	- -	- -
For every tunne of timber and baltics - - - - -	- 6	- -	- -	- -	- -
For boards of all sorts, per 100 - - - - -	- 10	- -	- -	- -	- -
Tallow, per hogshead - - - - -	- - - - -	- 2	- 1	- 3	- 1½
For every hundred of rough tallow - - - - -	- 1	- -	- -	- -	- -
For tallow rendered, per hogshead - - - - -	- 3	- -	- -	- -	- -
Tar and pitch, a barrel - - - - -	- - - - -	- 2	- 1	- 2	- 1
For every barrel of tar - - - - -	- 2	- -	- -	- -	- -
Turpentine, a barrel - - - - -	- - - - -	- 2	- 1	- 2	- 1
For every tunne of tin - - - - -	1 -	- -	- -	- -	- -

(continued)

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		Inwards.	Outwards.	Inwards.	Outwards.
Timber, a load - - - - -	s. d. - -	s. d. - -	s. d. - -	s. d. - -	s. d. - -
For every bundle of fardle or trusse - -	- 2	- -	- 3	- 6	- 3
For every vessel that anchors on the river - -	- 5	- -	- -	- -	- -
Wine, a pipe - - - - -	- - -	1 -	- 6	1 -	- 6
Wine, a hogshead - - - - -	- - -	- 6	- 3	- 6	- 3
Wine coastwise, a pipe - - - - -	- - -	- 6	- 3	- 6	- 3
For wines, vinegar, and brandy, per tunne - -	4 -	- -	- -	- -	- -
Wool from Ireland, a bale - - - - -	- - -	- 4 $\frac{1}{2}$	- -	- 4 $\frac{1}{2}$	- -
For every bag of wool - - - - -	- 4	- -	- -	- -	- -
Window-glass, a side - - - - -	- - -	- 1	- 1	- 1	- 1
Wainscoat boards, per 100 - - - - -	- - -	- 5	- 3	- 5	- 3
Water, Pyrmont or Bristol, a hamper - - - -	- - -	- 1	- $\frac{1}{2}$	- 1	- $\frac{1}{2}$
Yarn, a truss - - - - -	- - -	- 6	- 3	- 6	- 3
Yarn, a pack - - - - -	- - -	- 4	- 2	- 4	- 2
Bag, yarn, a pack - - - - -	- - -	- 4	- 2	- 4	- 2
Yarn, foreign, a pack - - - - -	- - -	- 8	- 4	- 8	- 4
For every such pack of yarn - - - - -	- 6	- -	- -	- -	- -

Note.—That for every barrel of herrings imported and sent to Sankey or any other place, per boate, the towne custome is to receive a penny per barrel, setting thereon the towne's marke * * * as per Order of Council.

LIVERPOOL TOWN DUTIES.

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
A. Ashes of fern - - - the 100 bushels -	-	1 4	- 8	Gum senega - - - a ton -	-	1 -	- 6
Alabaster - - - the ton -	-	- 2	- 2	Glass bottles - - - 100 dozen -	-	1 -	- 6
B. Butter - - - the ton -	-	1 -	- 6	H. Hemp and flax - - - a ton -	-	1 -	- 6
Bacon - - - the ton -	-	1 -	- 6	Hops - - - a pockett -	-	- 2	- 2
Bottled Beer - - - a tierce -	-	- 3	- 1 $\frac{1}{2}$	Herrings - - - a barrel -	-	- 1	- 1
Ditto - or ale - a barrel -	-	- 2	- 1	Hides, tanned - - - a bundle -	-	- -	- 1
Brimstone - - - a hogshead -	-	- 4	- 2	I. Iron, in bars - - - a ton -	-	1 -	- 6
Bricks - - - a thousand -	-	- -	- 1	Iron, in pigs - - - a ton -	-	- 6	- 3
C. Corn of all sorts - the 100 bushels	-	1 4	- 8	Iron ore - - - a ton -	-	- 3	- 3
Clay for pipes or potters - a ton -	-	- 3	- 3	K. Kelp - - - a ton -	-	- 6	- 3
Calamine - - - a ton -	-	- 3	- 3	L. Linens of all sorts - a pack -	-	- 4	- 2
Cheese - - - a ton -	-	- 6	- 6	Ditto - - - a box or bundle -	-	- 2	- 1
Currants - - - a butt -	-	- 8	- 4	Lead, lead ore, or copper ore -	-	- 6	- 6
Cotton - - - a bag -	-	- 2	- 1	Lemons - - - a chest -	-	- 2	- 1
Cork wood - - - a ton -	-	1 -	- 6	Lignum vitæ - - - a ton -	-	- 6	- 3
Coals - - - a ton -	-	- 2	- 2	Lathwood - - - a fathom -	-	- 2	- 1
Cow hides - - - each -	-	- 1	- $\frac{1}{2}$	M. Mahogany - - - a ton -	-	- 6	- 6
Cow shanks - - - 1,000 -	-	- 2	- 1	Masts - - - large -	-	- 3	-
Cow horns - - - 100 -	-	- 1	- $\frac{1}{2}$	Ditto - - - middle -	-	- 2	-
A case of dry goods - - - -	-	- 4	- 2	Ditto - - - small -	-	- 1	-
A chest of ditto - - - -	-	- 4	- 2	Molasses - - - a hogshead -	-	- 2	- 2
A box of ditto - - - -	-	- 2	- 1	Meal of oats, &c. - a ton -	-	- 6	- 6
A candle-box - - - -	-	- 1	- $\frac{1}{2}$	N. Nuts - - - a barrel -	-	- 2	- 1
D. Deals - - - 100 -	-	- 1	- 6	Ditto - - - a bag -	-	- 1	- 1
Dyeing woods of every kind - a ton -	-	- 6	- 3	O. Oak bark - - - a ton -	-	- 6	- 6
Deer skins - - - 100, loose -	-	- 3	- 1 $\frac{1}{2}$	Ditto plank - - - a ton -	-	- 6	- 6
Ditto, dressed - - - a hogshead -	-	- 4	- 2	Ditto timber - - - 100 -	-	- -	-
E. Elephant teeth - - - a ton -	-	1 -	- 6	Olive oil - - - a butt -	-	- 8	- 4
Earthenware - - - a crate -	-	- -	- 2	Oil of fish, or train oil - a hogshead -	-	- 2	- 2
Ditto - loose - a cart load -	-	- -	- 4	P. Potatoes - - - 100 bushels -	-	1 -	1 -
Ebony - - - a ton -	-	- 6	- 3	Pasteboard - - - a bundle -	-	- 1	- $\frac{1}{2}$
F. Feathers - - - a bed or bag -	-	- 3	-	Paper - - - a pack -	-	- 2	- 2
Fish, salted, or stock fish -	-	1 -	- 6	Perry or cider - - - a hogshead -	-	- 2	- 2
G. Groceries - - - {a hogshead -	-	- 2	- 2	Pots, iron - - - a ton -	-	- 6	- 3
Groceries - - - a firkin -	-	- $\frac{1}{2}$	- $\frac{1}{2}$	Gunpowder - - - a barrel -	-	- 1	- $\frac{1}{2}$
Ginger - - - a bag -	-	- 1	- $\frac{1}{2}$				

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
R.	Rum, brandy, or any foreign spirits - - - - -	a puncheon - - - - -	- 8 - 4	T.	Tobacco - - - - -	a hogshead - - - - -	- 4 - 2
	Ditto - - - - -	a hogshead - - - - -	- 6 - 3		Tallow - - - - -	the hundred weight - - - - -	- 3 - 1½
	Rice - - - - -	a barrell - - - - -	- 2 - 1		Tar and pitch - - - - -	a barrel - - - - -	- 2 - 1
S.	Sugar - - - - -	a hogshead - - - - -	- 4 - 2		Turpentine - - - - -	a barrel - - - - -	- 2 - 1
	Ditto - - - - -	a tierce - - - - -	- 3 - 1½		Timber, fir - - - - -	a load - - - - -	- 6 - 3
	Ditto - - - - -	a barrell - - - - -	- 2 - 1	W.	Wine - - - - -	a pipe - - - - -	1 - - 6
	Salt, white - - - - -	100 bushels - - - - -	- 2 - -		Ditto - - - - -	a hogshead - - - - -	- 6 - 3
	Ditto, going coastwise - - - - -	ditto - - - - -	- 1 - -		Ditto, coastwise - - - - -	a pipe - - - - -	- 6 - 6
	Salt, rock - - - - -	100 bushels - - - - -	- 1 4 -		Wool, from Ireland - - - - -	a bag - - - - -	- 4½ - -
	Ditto, going coastwise - - - - -	100 " - - - - -	- 8 - -		Window glass - - - - -	a side - - - - -	- 1 - 1
	Slates - - - - -	1,000 - - - - -	- 1 - -		Wainscoat boards - - - - -	100 - - - - -	- 5 - 3
	Staves - - - - -	1,000 - - - - -	- 6 - 3		Water, Pyrmont or Bristol - - - - -	a hamper - - - - -	- 1 - -½
	Seeds for gardens - - - - -	a sack - - - - -	- 1 - -½	Y.	Yarn - - - - -	a truss - - - - -	- 6 - 3
	Soap - - - - -	a box - - - - -	- 1 - -½		Ditto - - - - -	a pack - - - - -	- 4 - 2
	Starch - - - - -	a chest - - - - -	- 2 - 2		Bay yarn - - - - -	ditto - - - - -	- 4 - 2
	Spirits drawn from corn - - - - -	a puncheon - - - - -	- 2 - 2		Yarn, foreign - - - - -	a fatt - - - - -	- 8 - 4

COPY of Book of RATES made out about the Year 1790.

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
A.	Ashes of fern, &c. - - -	per 100 bushels - - -	1 4 - 8		Clay Sutton, for copper works - - - - -	per ton - - - - -	- 1 - 1
	Ashes, pott, pearl, &c. - - -	per barrel - - - - -	- 2 - 1		Clay or China stone - - - - -	per ton - - - - -	- 1 - 1
	Ashes, pott or pearl - - -	per fatt - - - - -	- 6 - 3		Copper ore - - - - -	per ton - - - - -	- 6 - 6
	Alabaster - - - - -	per ton - - - - -	- 2 - 2		Copper (manufactured) - - - - -	per ton - - - - -	- 6 - 3
	Alum - - - - -	per ton - - - - -	- 4 - 4		Cheese - - - - -	per ton - - - - -	- 6 - 6
	Alum - - - - -	per hogshead - - - - -	- 4 - 2		Cotton - - - - -	per bag - - - - -	- 2 - 1
	Apples - - - - -	per barrel - - - - -	- 1 - -½		Cotton - - - - -	per pocket - - - - -	- 1½ - 1
	Apples - - - - -	per bag - - - - -	- 1 - -½		Cotton - - - - -	per seron - - - - -	- 1½ - 1
	Argol - - - - -	per hogshead - - - - -	- 4 - 2		Cotton - - - - -	per ballot - - - - -	- 1 - -½
	Argol - - - - -	per tierce - - - - -	- 3 - 1½		Coals, Winch. measure - - - - -	per chaldron - - - - -	- - - 2½
	Ale - - - - -	per barrel - - - - -	- 1 - 1		Coals, Newcastle measure - - - - -	per chaldron - - - - -	- - - 5½
	Anchovies of barrels, containing 16 lbs. - - -	per dozen - - - - -	- 1 - 1		Coals - - - - -	per ton - - - - -	- - - 2
	Ale, bottled - - - - -	per barrel - - - - -	- 2 - 1		Coals, canal - - - - -	per ton - - - - -	- - - 2
	Ale, ditto - - - - -	per tierce - - - - -	- 3 - 1½		Charcoal - - - - -	per ton - - - - -	- 3 - 3
B.	Bacon - - - - -	per ton - - - - -	1 - - 6		Charcoal dust - - - - -	per barrel - - - - -	- 1 - 1
	Beef or pork - - - - -	per barrel - - - - -	- 1 - 1		Cochineal - - - - -	per cwt. - - - - -	- 3 - 3
	Beef or pork - - - - -	per tierce - - - - -	- 1½ - 1½		Copperas, per ton, 6 d. - - - - -	or per hogshead - - - - -	- 4 - 2
	Bottled ale - - - - -	per barrel - - - - -	- 2 - 1		Corkwood - - - - -	per ton - - - - -	1 - - 6
	Beer, bottled - - - - -	per tierce - - - - -	- 3 - 1½		Corks - - - - -	per bag - - - - -	- 1 - -½
	Ditto - - - - -	per butt - - - - -	- 3 - 3		Chalk - - - - -	per ton - - - - -	- 2 - 2
	Bottles of oil, &c. - - -	each - - - - -	- -½ - -½		Corn of all sorts - - - - -	per 100 bushels - - - - -	1 4 - 8
	Brimstone - - - - -	per hogshead - - - - -	- 4 - 2		Currants - - - - -	per butt - - - - -	- 8 - 4
	Brimstone, loose - - - - -	per ton - - - - -	- 6 - 3		Currants - - - - -	per caroteel - - - - -	- 3 - 1½
	Bricks, 1 d. per ton, or Butter - - - - -	per 1,000 - - - - -	- 1 - - 6		Case of dry goods - - - - -	each - - - - -	- 4 - 2
	Box of dry goods - - - - -	each - - - - -	- 2 - 1		Chest of dry goods - - - - -	each - - - - -	- 4 - 2
	Bale of dry goods - - - - -	each - - - - -	- 4 - 2		Chest of arms for Africa - - - - -	each - - - - -	- - - 2
	Butt of dry goods - - - - -	each - - - - -	- 4 - 4		Cardwine cases for Africa - - - - -	each - - - - -	- - - -½
	Bull-rushes - - - - -	per bundle - - - - -	- -½ - -½		Cases of succus liquorita - - - - -	each - - - - -	- 4 - 2
	Bull-rushes - - - - -	per load - - - - -	- 6 - 6		Chest of sweet oil - - - - -	each - - - - -	- 3 - 1½
	Blubber - - - - -	per butt - - - - -	- 8 - -		Candles - - - - -	per box - - - - -	- 1 - -½
	Blubber - - - - -	per ton - - - - -	- 8 - -		Cyder - - - - -	per hogshead - - - - -	- 2 - 2
	Block tin - - - - -	per ton - - - - -	- 3 - 3		Cordage - - - - -	per ton - - - - -	1 - - 6
	Barilla - - - - -	per ton - - - - -	1 - - 6		Caperevens - - - - -	per 1,000 - - - - -	- 2 - 1
	Branl - - - - -	per 100 bushels - - - - -	- 8 - 4		Cream of tartar - - - - -	per hogshead - - - - -	- 4 - 2
	Burr stones - - - - -	per ton - - - - -	- 3 - 3		Carboy of paints, &c. - - - - -	each - - - - -	- -½ - -½
	Beech boards - - - - -	per 100 - - - - -	- 4 - 4		Coffee - - - - -	per hogshead - - - - -	- 4 - 2
	Buffalo hides - - - - -	each - - - - -	- 1 - -½		Coffee - - - - -	per barrel - - - - -	- 2 - 1
	Bees' wax - - - - -	per barrel - - - - -	- 2 - 2		Coffee - - - - -	per bag - - - - -	- 1 - -½
	Bees' wax - - - - -	per tierce - - - - -	- 3 - 3		Chairs, Windsor, &c. - - - - -	per dozen - - - - -	- 1 - 1
	Bees' wax - - - - -	per ton - - - - -	1 - - 1		Chert stones, &c. - - - - -	per ton - - - - -	- 1 - 1
	Battens - - - - -	per 100 - - - - -	- 6 - 3		Capp boards - - - - -	per 100 - - - - -	- 7 - 7
	Balk fir, 5 and under 8 in. diameter - - - - -	per 100 - - - - -	1 - - 6	D.	Deals - - - - -	per 120 - - - - -	1 - - 6
	Brooms - - - - -	per dozen - - - - -	- -½ - -½		Deal ends, 3 to a deal - - - - -	per 120 - - - - -	- 4 - 4
C.	Cows - - - - -	each - - - - -	- 1 - 1		Deerskins, loose - - - - -	per 100 - - - - -	- 3 - 3½
	Cow hides - - - - -	each - - - - -	- 1 - -½		Deerskins - - - - -	per hogshead - - - - -	- 4 - 2
	Cow shanks - - - - -	per 1,000 - - - - -	- 2 - 1		Deerskins - - - - -	per puncheon - - - - -	- 6 - 3
	Cow horns - - - - -	per 100 - - - - -	- 1 - -½		Deerskins - - - - -	per butt - - - - -	- 8 - 4
	Calf skins - - - - -	per dozen - - - - -	- 1 - -½		Dogskins - - - - -	per dozen - - - - -	- 1 - -½
	Cow or ox hoofs - - - - -	per 1,000 - - - - -	- 1 - -½		Dyeing wood of every kind - - - - -	per ton - - - - -	- 6 - 3
	Cow hair - - - - -	per hogshead - - - - -	- 4 - 2	E.	Earthenware - - - - -	per crate - - - - -	- - - 2
	Cow hair - - - - -	per bag - - - - -	- 1 - -½		Earthenware - - - - -	per cart load - - - - -	- - - 4
	Calves' velves - - - - -	per hogshead - - - - -	- 2 - 2		Earthenware - - - - -	per hogshead - - - - -	- - - 2
	Calves' velves - - - - -	per tierce - - - - -	- 1½ - 1½		Earthenware - - - - -	per puncheon - - - - -	- - - 2
	Calves' velves - - - - -	per barrel - - - - -	- 1 - 1		Ditto loose, 60 lbs. to a load - - - - -	" " - - - - -	- 4 - 4
	Calamine - - - - -	per ton - - - - -	- 3 - 3		Ebony - - - - -	per ton - - - - -	- 6 - 3
	Clay (pipe) - - - - -	per ton - - - - -	- 3 - 3		Elephants' teeth - - - - -	per ton - - - - -	1 - - 6

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
F.	Feathers - - - - -	per bag or bed	- 3 - 3	Laths - - - - -	per 1,000 - - -	- 1 - 1	- 1 - 1
	Feathers, St. Kilda - -	per bag, small	- 1 - 1	Linens of all sorts - -	per pack or bale	- 4 - 4	- 2 - 2
	Fish, salted or stock, 20			Linens - - - - -	per box or bundle	- 2 - 1	- 1 - 1
	quintals - - - - -	per ton	1 - 6	Lemons - - - - -	per chest - - -	- 2 - 1	- 1 - 1
	Flax - - - - -	per ton	1 - 6	Lemons - - - - -	per box - - -	- 1 - 1	- 1 - 1
	Flour - - - - -	per barrel	- 1 - 1	Lignum vitæ - - - -	per ton - - -	- 6 - 3	- 3 - 3
	Flour - - - - -	per sack - - -	- 1 - 1	Linseed cake - - - -	per ton - - -	- 3 - 3	- 3 - 3
	Flour (same as corn) - -	per 100 bushels	1 4 - 8	Linseed - - - - -	per hogshead	- 4 - 2	- 2 - 2
	Fire wood - - - - -	per fathom	- 2 - 2	Linseed - - - - -	per tierce - - -	- 3 - 1	- 1 - 1
	Fire wood - - - - -	per ton	- 1 - 1	Linseed oil - - - - -	per hogshead	- 2 - 2	- 2 - 2
	Figs in frails - - - -	per 100 - - -	1 - 6	Linseed, loose - - - -	per 100 bushels	1 4 - 8	- 1 4 - 8
	Furriers' waste - - - -	per ton	- 6 - 3	Limestones - - - - -	per ton - - -	- 1 - 1	- 1 - 1
	Fullers' earth - - - -	per ton	- 3 - 3	Lime - - - - -	{ per chaldron or	- 2 - 2	- 2 - 2
	Fox skins - - - - -	per dozen	- 1 - 1		hogshead - - -	- 2 - 2	- 2 - 2
	Furs. See Peltry.			Lambskins - - - - -	per hogshead	- 4 - 2	- 2 - 2
				Ditto - - - - -	per dozen - - -	- 4 - 2	- 2 - 2
G.	Ginger - - - - -	per bag - - -	- 1 - 1	Leather, tann'd - - -	per bale - - -	- 4 - 2	- 2 - 2
	Glass bottles - - - -	per 100 dozen	1 - 6	Leather, tann'd - - -	per bundle - - -	- 1 - 1	- 1 - 1
	Glass - - - - -	per large case	- 4 - 2				
	Glass (of 16 inches square)	per box - - -	- 1 - 1	M. Mahogany of 12 solid feet	per ton - - -	- 6 - 6	- 6 - 6
	Glue - - - - -	per hogshead	- 4 - 2	Mahogany (bedposts)	of 50 per ton - -	- 6 - 6	- 6 - 6
	Groceries (coastways) - -	per hogshead	- 2 - 2	Marble of 12 solid feet	per ton - - -	- 6 - 6	- 6 - 6
	Groceries - - - - -	per firkin - -	- 1 - 1	Masts (large, of above 12			
	Gum Senega - - - - -	per ton - - -	1 - 6	inches diameter) - -	each - - -	- 3 - 3	- 3 - 3
	Gum Senega (coastways) -	per ton - - -	- 6 - 3	Masts (middle, of above 8			
	Gunpowder - - - - -	per barrel	- 1 - 1	inches, and under 12) -	each - - -	- 2 - 2	- 2 - 2
	Gourds of aloes, Hepatika	each - - -	- 1 - 1	Masts (small, under 8 inches,			
	Gamerian plumbs - - -	per box - - -	- 1 - 1	and above 6) - - -	each - - -	- 1 - 1	- 1 - 1
	Ginsang - - - - -	per cwt. - - -	- 3 - 1	Molasses - - - - -	per hogshead	- 2 - 2	- 2 - 2
	Galls - - - - -	per sack or bag	- 2 - 1	Millstones - - - - -	per ton - - -	- 3 - 3	- 3 - 3
	Gun stocks - - - - -	per 1,000 - -	- 1 - 1	Millstones - - - - -	each - - -	- 2 - 2	- 2 - 2
	Goat skins - - - - -	per hogshead	- 4 - 2	Matts (bass) - - - - -	per 100 - - -	- 3 - 3	- 3 - 3
	Goose quills - - - - -	per bag - - -	- 1 - 1	Madder (root) - - - -	per bag - - -	- 1 - 1	- 1 - 1
	Goat skins - - - - -	per bundle or doz.	- 1 - 1	Madda (root) - - - -	per bale - - -	- 2 - 1	- 1 - 1
	Glass - - - - -	per crate - - -	- 2 - 2	Madda - - - - -	per hogshead	- 4 - 2	- 2 - 2
				Mules - - - - -	each - - -	- 1 - 1	- 1 - 1
H.	Hemp - - - - -	per ton - - -	1 - 6	Meal of oats - - - - -	per ton - - -	- 6 - 6	- 6 - 6
	Hempseed - - - - -	per hogshead	- 4 - 2				
	Hempseed oil - - - - -	per hogshead	- 2 - 2	N. Nuts - - - - -	per barrel - - -	- 2 - 1	- 1 - 1
	Herrings - - - - -	per barrel	- 1 - 1	Nuts - - - - -	per bag - - -	- 1 - 1	- 1 - 1
	Herrings, or 1 d. per 1,000,						
	contents of a barrel, two			O. Oak bark - - - - -	per ton - - -	- 6 - 6	- 6 - 6
	mace to a bar - - - -	per mace - - -	- 1 - 1	Oak timber - - - - -	per ton - - -	- 6 - 6	- 6 - 6
	Hides, tanned - - - -	per bundle	- 1 - 1	Oak timber of 50 feet, 40			
	Hops - - - - -	per bag - - -	- 3 - 3	feet to the ton - - -	per load - - -	- 7 1/2 - 7 1/2	- 7 1/2 - 7 1/2
	Hops - - - - -	per pocket	- 2 - 2	Oak planks - - - - -	per 120 - - -	- 6 - 6	- 6 - 6
	Hampers of goods - - -	each - - -	- 1 - 1	Oak knees - - - - -	per 100 - - -	- 3 - 3	- 3 - 3
	Hazel rods - - - - -	per 1,000 - -	- 1 - 1	Oak timber of 40 feet	per load - - -	- 6 - 6	- 6 - 6
	Hazel rods - - - - -	per load - - -	- 2 - 2	Oakum - - - - -	per ton - - -	- 3 - 3	- 3 - 3
	Hair - - - - -	per bale - - -	- 2 - 2	Oars - - - - -	per 120 - - -	- 6 - 6	- 6 - 6
	Hair - - - - -	per bundle	- 1 - 1	Oars for hoops - - - -	per load - - -	- 4 - 4	- 4 - 4
	Horn tips - - - - -	per 1,000 - -	- 1 - 1	Oatmeal (2 bolls make 1 qr.			
	Horn slugs - - - - -	per ton - - -	- 3 - 3	of 140 lbs. per boll, or	{ per 100 bushels,	1 4 - 8	- 1 4 - 8
	Hare skins - - - - -	per hogshead	- 6 - 3	1/2 per boll) - - - -	or 6 d. per ton		
	Household furniture, if for			Orchill - - - - -	per cwt. - - -	- 3 - 3	- 3 - 3
	sale - - - - -	per package	- 1 - 1	Other skins - - - - -	per dozen - - -	- 1 - 1	- 1 - 1
	Hatters' dregs, &c. - -	per pipe or butt	- 4 - 4	Onions - - - - -	per basket - - -	- 1 - 1	- 1 - 1
	Horses - - - - -	each - - -	- 2 - 2	Oak or boatboards - - -	per 100 - - -	- 6 - 6	- 6 - 6
	Hogs' lard - - - - -	per ton - - -	1 - 6	Oil of olives, &c., per butt,			
	Hempseed, loose - - -	per 100 bushels	1 4 - 8	pipe, or ton - - - -	- 8 - 4	- 4 - 4	- 4 - 4
	Handspikes - - - - -	per 1,000 - -	- 6 - 3	Oil of palma - - - - -	per puncheon	- 6 - 3	- 3 - 3
	Hoops (wooden) - - - -	{ per load - - -	- 4 - 2	Oil of fish, or train - -	per hogshead	- 2 - 2	- 2 - 2
		or for 1,000 - -	- 1 - 1	Oil, palma - - - - -	per hogshead	- 4 - 2	- 2 - 2
				Oil of olives, &c. &c. - -	per jar - - -	- 1 - 1	- 1 - 1
				Oil of fish, or train - -	per tierce - - -	- 1 1/2 - 1 1/2	- 1 1/2 - 1 1/2
I.	Iron, in bars, rods, or						
	wrought - - - - -	per ton - - -	1 - 6	P. Paper (of 12 reams) - -	per pack - - -	- 2 - 2	- 2 - 2
	Iron, in bars, rods, or			Paper, per load or ton	per load or ton - -	- 4 - 4	- 4 - 4
	wrought, coastways - -	per ton - - -	- 6 - 3	Paper (writing) - - -	per bale (small)	- 1 - 1	- 1 - 1
	Iron (in pigs) foreign - -	per ton - - -	- 3 - 3	Pasteboard - - - - -	per bundle - - -	- 1 - 1	- 1 - 1
	Iron (cast or potts) foreign	per ton - - -	- 6 - 3	Perry - - - - -	per hogshead	- 2 - 2	- 2 - 2
	Iron (cast) coastways - -	per ton - - -	- 3 - 3	Potatoes - - - - -	per 100 bushels	1 - 1	- 1 - 1
	Iron ore - - - - -	per ton - - -	- 3 - 3	Potatoes - - - - -	per - - -	- 2 - 2	- 2 - 2
	Iron plates, coastways - -	per pipe - - -	- 6 - 6	Pimento - - - - -	per barrel - - -	- 2 - 2	- 2 - 2
	Indigo - - - - -	per barrel	- 2 - 2	Pimento - - - - -	per bag - - -	- 1 - 1	- 1 - 1
	Indigo - - - - -	per box - - -	- 1 - 1	Peltry or furs - - - -	per bale or hhd.	- 4 - 4	- 4 - 4
	Junks - - - - -	per ton - - -	- 3 - 3	Peltry or furs - - - -	per barrel - - -	- 2 - 2	- 2 - 2
	Jars of tamarinds, &c. -	each - - -	- 1 - 1	Prunes - - - - -	per box - - -	- 1 - 1	- 1 - 1
	Juniper berries - - - -	per bag - - -	- 1 - 1	Pumice stone - - - - -	per hogshead	- 2 - 2	- 2 - 2
	Ivory black - - - - -	per hogshead	- 2 - 2	Post chaise, coaches, &c. -	each - - -	- 6 - 6	- 6 - 6
	Indigo, &c. - - - - -	per seron - - -	- 3 - 1	Perfumery - - - - -	per barrel - - -	- 2 - 1	- 1 - 1
				Pepper (Malagata) - - -	per puncheon	- 6 - 6	- 6 - 6
K.	Kelp - - - - -	per ton - - -	- 6 - 3	Pepper (ditto) - - - -	per barrel - - -	- 2 - 2	- 2 - 2
	Kitts of pickled salmon, &c.	8 to a barrel	- 2 - 2	Pepper, per bag - - - -	per bag - - -	- 1 - 1	- 1 - 1
	Kipp skins per dozen - -	each dozen	- 1 - 1	Pine board - - - - -	per 120 - - -	- 6 - 6	- 6 - 6
				Peeling board - - - -	per 120 - - -	- 6 - 6	- 6 - 6
L.	Lead - - - - -	per ton - - -	- 6 - 6	Pork or other provisions	per puncheon	- 3 - 3	- 3 - 3
	Lead ore - - - - -	per ton - - -	- 6 - 6	Pork - - - - -	per barrel - - -	- 1 - 1	- 1 - 1
	Lead, litharge - - - -	per ton - - -	- 6 - 6	Porter - - - - -	per butt - - -	- 3 - 3	- 3 - 3
	Lead, white - - - - -	per hogshead	- 4 - 4	Portland stone - - - -	per ton - - -	- 1 - 1	- 1 - 1
	Lead, white or red - - -	per barrel - - -	- 2 - 2				
	Lathwood - - - - -	per fathom	- 2 - 1				

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Pitch or tar	per last	2	1	Steel	per bundle	1	1
Pitch or tar	per barrel	2	1	Scythes	per bundle or doz.	5	5
Pipes	per box	1	1	Scythes (of 25 dozen)	per pack	5	5
Pork	per tierce	1 1/2	1 1/2	Scythe stones	per 100 dozen	3	1 1/2
R. Raisins	per 100 baskets	1	6	Scythe stones	per load	4	4
Raisins	per barrel	1	1	Sea-horse teeth	per cwt.	2	2
Rice	per tierce	3	1 1/2	Shruff (old)	per ton	3	3
Rice	per barrel	2	1	Silversmiths' sand	per tierce	1 1/2	1 1/2
Rice	per bag	1	1	Spars	per 120	6	6
Rum, brandy, &c., for.	per punch. or piece	8	4	Stone bottles of marine acid,			
Rum, brandy, &c.	per hogshead	6	3	or spirits of salt, from			
Rum, brandy, &c.	per butt or pipe	1	6	Ireland	each	1 1/2	1 1/2
Rags	per ton	3	3	Smiths' bellows	each	—	—
Rapeseed, 10 q. 1 last	per 100 bushels	1 4	8	Scaleboard	each	—	—
Reeds	per 1,000	2	1	Stones (paving), free.			
Rapeseed oil	per hogshead	2	2	T. Tallow	per cwt.	3	1 1/2
Rabbit, or racoon skins	per hogshead	6	3	Tar or pitch	per barrel	2	1
Rosin	per ton	1	6	Tar or pitch (of 12 barrels)	per last	2	1
Rock moss	per barrel or bag	1	1	Timber (fir)	per load or ton	6	3
S. Salt, white	per 100 bushels	—	2	Wainscot ditto	per 120	6	3
Salt, (white) coastways	per 100 bushels	—	1	Tobacco	per hogshead	4	2
Salt (rock)	per 100 bushels	—	1 4	Tobacco (manufactured)			
Salt (rock) coastways	per 100 bushels	—	8	trusses	per score	4	4
*40 bushels to the ton.				Turpentine	per tierce	3	1 1/2
Salt (white, rock or bay, coming inwards or out-				Turpentine	per barrel	2	1
ward, 40 bushels make 1 wey.)				Trusses (of dry goods)	each	2	1
Salt pans	per ton	1	6	Trunks (of dry goods)	each	2	2
Saltpetre	per barrel	2	1	Tin (manufactured)	per box	1 1/2	1 1/2
Saltpetre	per bag	1 1/2	1 1/2	Treenails	per 1,000	2	2
Seeds (for gardens)	per sack	1	1 1/2	Tanners' waste	per ton	3	3
Slates (small)	per 1,000	1	1	Tanners' waste	per hogshead	2	2
Slates (of 2,000)	per ton	2	2	Taprets (of figs, &c.)	per 100	6	6
Slates (large)	per 1,000	3	3	Trees	per bundle	1 1/2	1 1/2
Soap	per box	1	1 1/2	Tortoise shell	per cwt.	3	3
Soap	per chest	2	1	Tow	per bag	1	1
Soap (soft)	per firkin	1 1/2	1 1/2	Tow	per ton	6	6
Soap	per hogshead	4	2	Tea	per quarter chest	1 1/2	1 1/2
Soap (waste)	per ton	1	1	U. Ufers	per 120	6	3
Soap lye (ashes)	per ton	3	3	V. Valaria	{ per bag or sack } { of 1 cwt. }	1	1
Spirits (drawn from corn)	per puncheon	2	2	W. Water (Bristol, &c.)	per hamper	1	1 1/2
Staves and heading	per 1,000	6	3	Wine	per pipe	1	6
Starch	per chest	2	2	Wine	per leagar	1	6
Starch	per hogshead	4	2	Wine	per hogshead	6	3
Sugar	per hogshead	4	2	Wine (in bottle)	per case	4	4
Sugar	per tierce	3	1 1/2	Wine	per alm	3	1 1/2
Sugar	per barrel	2	1	Wine	per hamper	1 1/2	1 1/2
Sugar (refined in lumps) for	every 3 cwt.	2	1	Wine (coastways)	per pipe	6	6
Skeets, for ships or boats	per dozen	1	1	Wine (coastways)	per hogshead	3	3
Seal skins	per dozen	1 1/2	1 1/2	Window glass	per side	1	1
Squirrel skins, of 40 skins	per timber	1 1/2	1 1/2	Window glass (from Scot-)	per crate	1	1
Sheep skins	per dozen	1 1/2	1 1/2	Window glass (land.)	per box	1 1/2	1 1/2
Sheep horns	per ton	2	2	Wool, from Ireland	per bag	4	—
Sheep horns	per 1,000	1	1	Wool, from Scotland	per bag	4	—
Sheep	per score	4	4	Wool (sheep's)	per ballot	2	2
Sheep skins dressed in lime	per ton	6	3	Whalebone, or fins	per ton	1	6
Snake root	per truss	4	2	Whiting	per hogshead	2	1
Succades	per jar	1 1/2	1 1/2	Y. Yarns	per truss	6	3
Skinners' waste	per ton	6	3	Yarn, cotton, &c.	per pack	4	2
Sand, for glass manufacture,				Yarn (foreign)	per vatt	8	4
&c.				Yarn (bay)	per pack	4	2
Sassafras	per ton	1	1				
Sarsaparilla	per cwt.	1 1/2	1 1/2				
Shumach	per bundle	1	1 1/2				
	per ton	6	6				

COPY of BOOK of RATES made out by the late William Crosbie, about the Year 1802 or 1803.

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Ashes of fern, &c.	per 100 bushels	1 4	8	Ale, bottled	per barrel	2	1
Ashes, pot, pearl, &c.	per barrel	2	1	Ditto	per tierce	3	1 1/2
Ditto	per fatt	6	3	Anchovies, of barrels containing			
Alabaster	per ton	2	2	16 lbs.	per dozen	1	1
Alum	per ton	4	4	Aloes	per gourd	1	1
Ditto	per hogshead	4	2	Arms	per chest	2	2
Apples	per hogshead	3	1 1/2	Annatto	per hogshead	4	2
Ditto	per barrel	1	1	Ditto	per tierce	3	1 1/2
Ditto	per bag	1	1 1/2	Ditto	per barrel	2	1
Ditto loose	per bushel	1 1/2	1 1/2	Antimony, regulus or ore of	per box, 100 lbs.	1	1
Argol	per tierce	3	1 1/2	Almonds	per box	1	1
Ale	per barrel	1	1	Ditto	per barrel	2	1
Ale	per hogshead	2	2	Ditto	per bag	1	1
Ditto	per butt	3	3				

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Bacon	per ton	1	6	Chairs, Windsor, &c.	per dozen	1	1
Beef or pork	per barrel	1	1	Clapp boards	per 100	7	7
Ditto	per tierce	1 ½	1 ½	Carriages of all descriptions	each	6	6
Brimstone, rough	per hogshead	4	2	Cassia fistula	per ton	10	10
Ditto - loose	per ton	6	3	Ditto	per 100 lbs.	½	½
Ditto - refined	per ton	1	6	Cinders	per ton	2	2
Bricks	per ton	1	1	Chert stones	per ton	1	1
Ditto, common	per 1,000	1	1	Cordwood	per ton	3	3
Ditto, fire	per ton	1	4	Compounds	per puncheon	2	2
Butter	per ton	1	6	Carrots	per hogshead	2	2
Bullrushes	per bundle	½	½	Carrots	per ton	4	4
Ditto	per load, 63 bundles	6	6	Crate wood	per load of 400 yards	6	3
Barilla	per ton	1	6	Coals	per puncheon	6	3
Bran	per 100 bushels	8	4	Ditto	per hogshead	4	2
Ditto	per ton	3	3	Ditto	per barrel	2	1
Burr stones, 28 lbs. each	per ton	3	3	Dry goods	per butt	4	4
Beech boards	per 100	4	4	Ditto	per puncheon	3	3
Bees' wax	per barrel	2	2	Ditto	per hogshead	4	2
Ditto	per tierce	3	3	Ditto	per case	4	2
Ditto, loose	per ton	1	1	Ditto	per bale	4	2
Battens	per 100	6	3	Ditto	per tierce	3	1 ½
Balk fir, 5 in. and under 8 in. diameter	per 100	1	6	Ditto	per barrel	2	1
Brooms	per dozen	½	½	Ditto	per box	2	1
Baskets	per dozen	½	½	Ditto	per truss	2	1
Barley, shelled	per ton	6	6	Ditto	per hamper	½	½
Bark	per bale	2	2	Deals	per 120	1	6
Ditto	per chest	4	2	Deal ends, three to a deal	per 120	4	4
Boles	per 1,000	2	1	Dyeing woods of every kind	per ton	6	3
Ditto	per ton	2	1	Earthenware	per load	4	4
Bags, Dantzic, new	per bundle of 50	1	½	Ditto	per crate	2	2
Ditto, 200, 1 bale, loose	per 100	2	1	Ditto	per hogshead	4	2
Brass, foreign	per ton	1	6	Ditto	per puncheon	6	3
Blocks, wooden, loose	per 100	6	3	Emery	per ton	6	3
Blubber, now always charged on net oil	per ton	8	8	Ebony	per ton	6	3
Berries, yellow	per bag	2	1	Elephants' teeth	per ton	1	6
Balsam of Peru	per jar	1	½	Eggs, loose	per 1,000	2	2
Bath bricks, 650 to	a ton	1	1	Ditto	per crate	10	10
Berries, yellow	per bale	4	2	Feathers	per bag	3	3
Cows	each	1	1	Ditto	per bed	3	3
Cow shanks or bones	per 1,000	2	1	Ditto, St. Kild	per bag, small	1	1
Ditto horns	per 100	1	½	Fishes, salted or stock; 60 stock fish to the quintal	per ton of 20 quintals	1	6
Ditto, or ox hoofs	per 1,000	1	½	Ditto, salmon	per kitt, 8 to a barrel	1	1
Cow-hair	per hogshead	4	2	Ditto	per tierce	1 ½	1 ½
Ditto	per bag	1	½	Ditto	per hogshead	2	2
Calf skins	per dozen	1	½	Flax	per ton	1	6
Ditto, velvets	per hogshead	2	2	Flour	per barrel	1	1
Ditto	per tierce	1 ½	1 ½	Ditto	per sack	½	½
Ditto	per barrel	1	1	Ditto	per ton	6	6
Calamine	per ton	3	3	Firewood	per fathom	2	2
Clay, pipe	per ton	3	3	Ditto	per ton	1	1
Ditto, Sutton, for copper works	per ton	1	1	Figs, in frails	per 100	1	6
Ditto, or china stone	per ton	1	1	Ditto, in tapnetts	per 100	6	6
Copper ore	per ton	6	6	Furriers' waste	per ton	6	3
Copper, manufactured	per ton	6	3	Fullers' earth	per ton	3	3
Copperas	per ton	6	3	Felt, patent	per bundle or package	1	1
Ditto	per ton	4	2	Fire bricks	per 1,000	4	4
Cheese	per ton	6	6	Flag-stones	per ton	1	1
Cotton	per bag	2	1	Glass bottles	per 100 dozen	1	6
Ditto	per seron	1 ½	1	Glass	per large case	4	2
Ditto	per pocket	1 ½	1	Ditto	per small case	2	1
Ditto	per ballot	1	½	Glass of 16 in. square	per side	1	1
Coffee	per butt	8	4	Ditto, window	per crate	2	2
Ditto	per puncheon	6	3	Glue	per hogshead	4	2
Ditto	per hogshead	4	2	Groceries, coastways	per hogshead	4	2
Ditto	per tierce	3	1 ½	Ditto	per tierce	3	1 ½
Ditto	per barrel	2	1	Ditto	per barrel	2	1
Ditto	per bag	1	½	Ditto	per firkin	½	½
Coals, loose, Winchester measure	per chaldron	2 ½	2 ½	Gum Senegal	per ton	1	6
Ditto, cannel	per ton	2	2	Ditto, coastways	per ton	6	3
Charcoal	per ton	3	3	Gourds of aloes, Hepatica	each	1	1
Ditto, dust	per hogshead	2	2	Ginsang	per cwt.	3	1 ½
Ditto	per barrel	1	1	Galls	per sack and bag	2	1
Cochineal	per cwt.	3	3	Gunpowder	per barrel, 100 lbs.	1	½
Corkwood	per ton	1	6	Gun-stocks	per 1,000	1	1
Corks	per bag	1	½	Grinding-stones	per load	4	4
Cardevine cases (for Africa)	per ton	2	2	Ditto	per chaldron	2	2
Chalk	per 100 bushels	1	4	Grapes	per jar, pot, and box	3	3
Corn of all sorts	per butt	8	4	Ginger	per bag	1	½
Currants	per carotcel	3	1 ½	Geneva, foreign	per piece	8	4
Ditto	per box	1	½	Ditto	per pipe	1	6
Candles	per bag	½	½				
Candlewicks	per hogshead	2	2				
Cyder	per tierce	1 ½	1 ½				
Ditto	per barrel	1	1				
Caparwans	per 1,000	2	1				
Cordage	per ton	1	6				
Cream of tartar	per hogshead	4	2				
Ditto	per tierce	3	1 ½				

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Gypsum -	per ton	6	3	Marble (12 cubic feet)	per ton	6	6
Granite stone -	per ton	1	1	Masts, above 12 inches diameter	each	3	3
Grain -	per puncheon		3	Ditto (8 and under 12)		2	2
Grain -	per hogshead		2	Ditto (6 and under 8)		1	1
Ditto -	per barrel		1	Molasses	{ per hhd. punch. }	2	2
Garden seeds -	per sack	1	1	Ditto	and tierce - }	4	4
Hemp -	per ton	1	6	Ditto	per pipe	1	1
Hemp seed -	per hogshead	4	2	Ditto	per barrel	1	1
Ditto - loose	per 100 bushels	1 4	8	Millstones	per ton	3	3
Herrings (2 mace per barrel)	per barrel	1	1	Ditto - manufactured	each	2	2
Ditto, salted, loose	per 1,000	1	1	Mats (bass)	per 1,000	3	3
Ditto	{ per bundle, see }			Madder -	per hogshead	4	2
Leather	dozen	1	1	Ditto roots	per butt	8	4
Ditto, raw or dry, cow, &c.	{ composition p' }	1	1	Ditto	per bale	2	1
Ditto, from East Indies	dozen	1	1	Ditto	per bag	1	1
Ditto, horse	composition, each	1	1	Ditto	each	2	1
Hops -	per bag	3	3	Mules	{ per puncheon, }	2	2
Ditto	per pocket	2	2	Malt spirits, British	or hogshead - }	3	3
Hazel rods	per 1,000	1	1	Manganese	per ton	1	1
Ditto	per load	2	2	Munjeet	per bundle	1	1
Hair -	per bale	2	2	Mother-of-pearl shells	per cwt.	3	1
Ditto	per bundle	1	1	Melons (as coker nuts)	per 100	6	6
Horn mugs	per ton	3	3	Nuts	per barrel	2	1
Ditto tips, 3,000 per ton	per 1,000	1	1	Ditto	per bag	1	1
Horns	per 100	1	1	Ditto (coker)	per 100	6	6
Hatters' dregs	per pipe or butt	4	4	Ditto (cocoa)	per bag	1	1
Ditto	per puncheon	2	2	Natron	per ton	1	6
Handspikes	per 1,000	6	3	Oak timber	per ton of 40 feet	6	6
Hoops, wooden	per load, 2 M.	4	2	Ditto	per load of 50 feet	7 1/2	7 1/2
Ditto	per 1,000	2	1	Ditto, planks of 1 inch	per 120	1	6
Hay	per ton	6	3	Ditto boat boards	per 100	6	6
Horses	each	2	2	Ditto knees	per 100	6	3
Hogs	each	1	1	Ditto bark	per ton	6	6
Hogs' lard	per ton	1	6	Oxen	each	1	1
Honey	per barrel	2	1	Oakum	per ton	3	3
Ditto	per keg	1	1	Oars	per 120	6	6
Ditto	per jar	1	1	Osiers for hoops	per load	4	4
Heading for casks	per 1,000	6	3	Orchill	per cwt.	3	3
Iron bars, rods or wrought	per ton	1	6	Onions	per basket	1	1
Ditto - ditto - coastways	ditto	6	6	Ditto	per chest	4	2
Ditto - pigs, pots, or cast	ditto	6	3	Ditto	per bag	1	1
Ditto - ditto - coastways	ditto	3	3	Ditto, loose	per bushel	1	1
Ditto - plates	per pipe	6	6	Oatmeal	per ton	6	6
Ditto - ore	per ton	3	3	Ditto	per boll	1	1
Ditto - machinery		1	6	Oil of olives	per butt and pipe	8	4
Ditto - ditto - coastways	ditto	6	6	Ditto - sweet	per jar	3	3
Indigo	per chest	4	2	Oil of palm	per leager	1	6
Ditto	per seron	3	1 1/2	Ditto	per butt	8	4
Ditto	p' barrel and box	2	1	Ditto	per puncheon	6	3
Junk	per ton	3	3	Ditto	per hogshead	4	2
Juniper berries	per bag	1	1	Ditto	per tierce	3	1 1/2
Ivory black	per hogshead	2	2	Ditto	per barrel	2	1
Iron liquor	per butt, pipe	4	4	Oil of fish, or train	{ p' ton old mea- }	8	8
Ditto	per puncheon	2	2	Ditto	sure; new mea- }		
Iron stone	per ton	1	1	Ditto	sure, 1/2 more - }		
Kelp	per ton	6	3	Ditto	per butt	8	4
Kips (calf skins)	per dozen	1	1	Ditto	per puncheon	6	3
Lead	per ton	6	6	Ditto	per hogshead	4	2
Ditto, litharge of	ditto	6	6	Ditto	per tierce	3	1 1/2
Ditto, ore	ditto	6	6	Ditto	per barrel	2	1
Ditto, white, or red and black	per hogshead	4	4	Oil, sweet	per chest	3	1 1/2
Ditto - ditto	per barrel	2	2	Ditto	per bottle	1	1
Lathwood	per fathom	2	1	Oil of hempseed	per hogshead	2	2
Laths	per 1,000	2	1	Ditto linseed	per hogshead	2	2
Linen, of all sorts	per pack or bale	4	2	Ditto rape seed	per hogshead	2	2
Ditto	per chest or case	4	2	Ditto	per pipe	4	4
Ditto	per box & bundle	2	1	Ditto turpentine	puncheon	4	4
Ditto, loose	per 12 pieces	4	2	Ditto for salad	per jar	3	3
Lemons, exceeding 10,000 ins.	per chest	2	1	Oil cake	per ton	3	3
Ditto, not exceeding	per box	1	1	Oil for painters, &c.	per jar or can	1	1
Ditto, loose	per 1,000	3	1 1/2	Opium	per drum	1	1
Ditto, juice	p' pipe, p' punch.	1	6	Pine timber	per load	6	3
Ditto, juice	per puncheon	4	3	Ditto boards	per 120	6	6
Lignum vitæ	per ton	6	3	Paling boards	per 120	6	6
Linseed	per hogshead	4	2	Pastedboard	per bundle	1	1
Ditto	per tierce	3	1 1/2	Paper, 12 reams	per pack	2	2
Ditto, loose, and in bags	per 100 bushels	1 4	8	Ditto	per load or ton	4	4
Linseed cake	per ton	3	3	Ditto	per bale, small	1	1
Lime	per chaldron	2	2	Ditto (2 reams)	per bundle	1	1
Ditto	per hogshead	2	2	Perry	per hogshead	2	2
Leather, tanned	per bale	4	2	Porter in brewers' casks	per butt	3	3
Ditto	per bundle	1	1	Ditto	per hogshead	2	2
Lard	per ton	1	6	Ditto	per tierce	1 1/2	1 1/2
Limestone	ditto	1	1	Ditto	per barrel	1	1
Lime	ditto	6	3	Ditto, bottled	per as dry goods		
Linseed oil	per pipe	4	4	Paint	per barrel	1	1
Ditto	per hogshead	2	2	Ditto	per keg & carboy	1	1
Mahogany (40 cubic feet)	per ton	6	6	Perfumery	per barrel	2	1
Ditto bedposts (50)	ditto	6	6	Peltry, or furs	per bale and hhd.	4	4
				Ditto	per barrel	2	2
				Prunes	per 100 boxes, &c.	1	6
				Plums	per 100 boxes, &c.	1	1

(continued)

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Pepper, Malagata	per puncheon	- 6	- 6	Skins, squirrels' (of 40 skins)	per timber	- 1	- 1
Ditto	per barrel	- 2	- 2	Skins, sheep	per dozen	- 1	- 1
Ditto	per bag	- 1	- 1	Ditto, dressed in lime	per ton	- 6	- 3
Ditto, East India	per pocket	- 1	- 1	Skins, calf	per dozen	- 1	- 1
Pipes	per box	- 1	- 1	Skins, deer	per butt	- 8	- 4
Pumicestone	per hogshead	- 2	- 2	Ditto	per puncheon	- 6	- 3
Ditto	per ton	- 4	- 4	Ditto	per hhd. or bale	- 4	- 2
Pigs	each	- 1	- 1	Ditto	per barrel	- 2	- 1
Printers' liquors	per pipe or butt	- 4	- 4	Ditto (say dogskins)	per dozen	- 1	- 1
Ditto	per hogshead	- 2	- 2	Ditto, of deer	per 100	- 3	- 1
Pearl shells, mother of	per cwt.	- 3	- 1 1/2	Skins, fox	per dozen	- 1	- 1
Quills	per bag	- 3	- 3	Skins, goat	per hogshead	- 4	- 2
Ditto	per bale	- 4	- 4	Ditto	per bundle or doz.	- 1	- 1
Ditto	per case	- 4	- 2	Skins, hares'	per hogshead	- 6	- 3
Quicksilver	per bottle	- 1	- 1	Ditto, kippis or calves'	per dozen	- 1	- 1
Rum, brandy, &c.	per puncheon	- 8	- 4	Ditto, lamb or kids'	per hogshead	- 4	- 2
Ditto	per piece	- 8	- 4	Ditto, seals'	per dozen	- 1	- 1
Ditto	per butt	- 1	- 6	Ditto, rabbit, or racoon	per hogshead	- 6	- 3
Ditto	per pipe	- 1	- 6	Ditto, chinchilli	per hhd. or bale	- 4	- 2
Ditto	per hogshead	- 6	- 3	Sheep	per score	- 4	- 4
Ditto	per barrel	- 3	- 1 1/2	Sheep horns	per ton	- 2	- 2
Raisins	per 100 baskets	- 1	- 6	Ditto	per 1,000	- 1	- 1
Ditto	per barrel	- 1	- 1	Skinners' waste	per ton	- 6	- 3
Ditto, 100 boxes, half boxes, quarter boxes, and drums		- 1	- 1	Skips of cotton	double, each	- 2	- 2
Rice	per tierce	- 3	- 1 1/2	Ditto	single, each	- 1	- 1
Ditto	per barrel	- 2	- 1	Sacks, new	per bundle	- 1	- 1
Ditto	per bag	- 1	- 1	Stone, lime	per ton	- 1	- 1
Rags	per ton	- 3	- 3	Ditto, Portland	ditto	- 1	- 1
Rapeseed, 10 qrs. 1 last	per 100 bushels	- 1 4	- 8	Slates	per puncheon	- 6	- 3
Rosin	per ton	- 1	- 6	Ditto	per hogshead	- 4	- 2
Rock moss	per barrel or bag	- 1	- 1	Ditto	per barrel	- 2	- 1
Roman vitriol	per ton	- 3	- 3	Stone, Portland granite flag	per ton	- 1	- 1
Reeds	per 1,000	- 2	- 1	Smart sticks	per 1,000	- 2	- 1
Rattans	per 1,000	- 2	- 1	Slime, yellow	per ton	- 3	- 3
Salt, white (40 bush. 1 ton)	per 100 bushels	- 2	- 2	Shells, mother-of-pearl	ditto	- 5	- 2 6
Ditto, white, coastways	ditto	- 1	- 1	Tallow	per cwt.	- 3	- 1 1/2
Ditto, rock	ditto	- 1 4	- 1 4	Ditto	per ton	- 5	- 6
Ditto, rock, coastways	ditto	- 8	- 8	Tar or pitch, 12 bls.	per last	- 2	- 1
Ditto, salt pans	per ton	- 1	- 6	Ditto	per barrel	- 2	- 1
Ditto, saltpetre	per barrel	- 2	- 1	Turpentine, spirits	per puncheon	- 4	- 4
Ditto	per bag	- 1	- 1	Turpentine	per tierce	- 3	- 1 1/2
Ditto, salt ashes	per ton	- 6	- 3	Ditto	per barrel	- 2	- 1
Sugar	per hogshead	- 4	- 2	Timber, fir	per load or ton	- 6	- 3
Ditto	per tierce	- 3	- 1 1/2	Ditto, wainscot boards	per 120	- 6	- 3
Ditto	per barrel	- 2	- 1	Turnips	per ton	- 4	- 4
Ditto	per box	- 2	- 1	Tobacco	per hogshead	- 4	- 2
Ditto	per bag	- 1	- 1	Ditto, manufactured in trusses	per score	- 4	- 4
Ditto, refined in lumps	for every 3 cwt.	- 2	- 1	Tin, manufactured	per box	- 1	- 1
Seeds for gardens	per sack	- 1	- 1	Ditto, block	per ton	- 3	- 3
Slates, small	per 1,000	- 1	- 1	Treenails	per 1,000	- 2	- 2
Ditto, (2,000)	per ton	- 2	- 2	Tanners' waste	per ton	- 3	- 3
Ditto, large	per 1,000	- 3	- 3	Skinners' waste	ditto	- 6	- 3
Soap	per hogshead	- 4	- 2	Ditto, say tanners' waste	per hogshead	- 2	- 2
Ditto	per chest	- 2	- 1	Trees	per bundle	- 1	- 1
Ditto, foreign	ditto	- 4	- 2	Tortoiseshell	per cwt.	- 3	- 3
Ditto	per box	- 1	- 1	Tow	per ton	- 6	- 6
Ditto, soft	per firkin	- 1	- 1	Ditto	per bag	- 1	- 1
Ditto, lye ashes	per ton	- 3	- 3	Tea	per quarter chest	- 1	- 1
Ditto, waste	ditto	- 1	- 1	Tiles	per 1,000	- 4	- 4
Staves and heading	per 1,000	- 6	- 3	Tiles, paving	ditto	- 8	- 8
Spars	per 120	- 6	- 6	Teak wood	per load, 50 feet	- 7 1/2	- 7 1/2
Spelter	per ton	- 6	- 3	Ufers	per 120	- 6	- 3
Starch	per hogshead	- 4	- 2	Valonia	{ per bag or sack } of 1 cwt.	- 1	- 1
Ditto	per chest	- 2	- 2	Vitriol (suppose oil of)	per bottle	- 1	- 1
Skeets for ships, &c.	per dozen	- 1	- 1	Ditto, earth	per ton	- 3	- 3
Snake root	per truss or bale	- 4	- 2	Wine	per pipe	- 1	- 6
Succades	per jar	- 1	- 1	Ditto	per leagar	- 1	- 6
Sand for glass manufacture	per ton	- 6	- 3	Ditto	per hogshead	- 6	- 3
Sassafras	per cwt.	- 1	- 1	Ditto	per alm	- 3	- 1 1/2
Sarsaparilla	per bundle	- 1	- 1	Ditto	per hamper	- 1	- 1
Ditto	per bale	- 4	- 2	Ditto, in bottle	per case	- 4	- 4
Shulack in bags	per ton	- 6	- 6	Ditto, coastways	per pipe	- 6	- 6
Ditto, in casks		- 3	- 1 1/2	Ditto - ditto	per hogshead	- 3	- 3
Steel	per bundle	- 1	- 1	Wool, raw	per pack	- 4	- 4
Scythes and sickles	per bundle or doz.	- 1	- 1	Ditto, sheep's	per ballot	- 2	- 2
Ditto, of 25 dozen	per pack or bale	- 5	- 5	Whalebone or fins	per ton	- 1	- 6
Skinners' waste	per ton	- 6	- 3	Whiting	per hogshead	- 2	- 2
Sand	ditto	- 1	- 1	Ditto	per ton	- 4	- 4
Scythe stones	per 100 dozen	- 3	- 1 1/2	Wood, acid	per puncheon	- 4	- 4
Ditto	per load	- 4	- 4	Ditto	per barrel	- 2	- 2
Sea horse teeth	per cwt.	- 2	- 2	Ditto	per 100 gallons	- 2	- 2
Shruff, old	per ton	- 3	- 3	Wainscot boards	per 120	- 6	- 3
Silversmiths' sand	per tierce	- 1 1/2	- 1 1/2	Yarn, linen	per truss	- 6	- 3
Stone bottles of marine acid, or spirits of salt, from Ireland	each	- 1	- 1	Ditto, bay woollen	per pack	- 4	- 2
Smiths' bellows	each	- 1	- 1	Ditto (foreign)	per vatt	- 8	- 4
Scale boards	per bundle	- 1	- 1	Ditto, cotton, &c.	per pack	- 4	- 2
Sucus liquorita	per chest	- 4	- 2	Yeast	per cask	- 3	- 3
Seal skins	per dozen	- 1	- 1	Yellow slime	per ton	- 3	- 3

COPY of BOOK of RATES, made out about the Year 1827.

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Ashes of fern, &c.	per 100 bushels	1 4	8	Calf velves	per hogshead	2	2
Ditto, pot, pearl, &c.	per barrel	2	1	Ditto	per tierce	1 1/2	1 1/2
Ditto (Russian)	per fatt	6	3	Ditto	per barrel	1	1
Alabaster	per ton	2	2	Calamine	per ton	3	3
Alum	per hogshead	4	4	Clay, pipe	ditto	3	3
Ditto	per ditto	3	1 1/2	Ditto, Sutton, for copper works	ditto	1	1
Apples	per barrel	1	1/2	China stone	ditto	1	1
Ditto	per bag	1	1/2	Copper ore	ditto	6	6
Ditto, loose	per bushel	1/2	1/2	Ditto, manufactured	ditto	6	3
Argol	per tierce	3	1 1/2	Copperas	ditto	6	3
Ale, in brewers' casks	per butt	3	3	Ditto	per hogshead	4	2
Ditto	per hogshead	2	2	Cheese (see forward)	per ton	6	6
Ditto	per barrel	1	1	Cotton	per bale and bag	2	1
Ditto, bottled	per tierce	3	1 1/2	Ditto	{ per seron and	1 1/2	1
Ditto	per barrel	2	1		{ pocket		
Anchovies (16 lbs. per barrel)	per 12 barrels	1	1	Ditto	per ballot	1	1/2
Aloes	per goad	1	1	Coffee	per butt	8	4
Arms	per chest	2	2	Ditto	per puncheon	6	3
Annatto	per hogshead	4	2	Ditto	per hogshead	4	2
Ditto	per tierce	3	1 1/2	Ditto	per tierce	3	1 1/2
Ditto	per barrel	2	1	Ditto	per barrel	2	1
Antimony (regulus or ore of)	per box, 100 lbs.	1	1	Ditto	per bag	1	1/2
Almonds	per barrel	2	1	Coals, loose	per chaldn., W.M.	2 1/2	2 1/2
Ditto	per box or bag	1	1	Ditto	per ton	2	2
Alva marina	per bale or bag	2	2	Coals, cannel	ditto	2	2
				Charcoal	ditto	3	3
Bacon	per ton	1	6	Ditto dust	per hogshead	2	2
Beef or pork	per tierce	1 1/2	1 1/2	Ditto ditto	per barrel	1	1
Ditto	per barrel	1	1	Cochineal	per cwt.	3	3
Brimstone, rough	per hogshead	4	2	Corkwood	per ton	1	6
Ditto - loose	per ton	6	3	Corks	per bag	1	1/2
Ditto - refined, in boxes	ditto	1	6	Cardevine cases (for Africa)	each		1/2
Bricks	ditto	1	1	Chalk	per ton	2	2
Ditto, common	per 1,000	1	1	Corn, of all sorts	per 100 bushels	1 4	8
Ditto, fire			4	Currants	per butt	8	4
Butter	per ton	1	6	Ditto	per earoteel	3	1 1/2
Bulrushes	per bundle	1/2	1/2	Candles	per box	1	1/2
Ditto, per load of	per 63 bundles	6	6	Candlewick	per bag	1/2	1/2
Barilla	per ton	1	6	Cyder	per hogshead	2	2
Bran	per 100 bushels	8	4	Ditto	per tierce	1 1/2	1 1/2
Ditto	per ton	3	3	Ditto	per barrel	1	1
Burr stones, at 28 lbs. each	ditto	3	3	Caperwans	per 1,000	2	1
Beech boards	per 100	4	4	Cordage, new	per ton	1	6
Bees' wax	per tierce	3	3	Cream of tartar	per hogshead	4	2
Ditto	per barrel	2	2	Ditto	per tierce	3	1 1/2
Ditto, loose	per ton	1	1	Chairs, Windsor, &c.	per dozen	1	1
Battens	per 100	6	3	Clapp boards	per 100	7	7
Balks, fir, 5 and under 8 inches diameter	ditto	1	6	Carriages of all descriptions	each	6	6
Brooms	per dozen	1/2	1/2	Cassia fistula	per ton	10	10
Baskets	ditto	1/2	1/2	Cinders	ditto	2	2
Barley (shelled)	per ton	6	6	Chert stones	ditto	1	1
Bark, druggists'	per chest	4	2	Cord wood	ditto	3	3
Ditto	per bale	2	2	Ditto	{ per load of 250	7 1/2	7 1/2
Ditto, for tanners	per ton	6	6		{ yards		
Ditto, quercitron, &c.	per hogshead	4	2	Compounds (British spirits)	per punc. or hhd.	2	2
Bones	per 1,000	2	1	Carrots	per ton	4	4
Ditto	per ton	2	1	Crate wood	per load 400 yds.	6	3
Bags, new	per bundle	1	1/2	Coals in casks	per puncheon	6	3
Ditto, loose	per 100	2	1	Ditto	per hogshead	4	2
Brass, foreign	per ton	1	6	Ditto	per barrel	2	1
Blocks, wooden, loose	per 100		3	Casks, in shakes or packs	{ per hhd., punc.,		1/2
Blubber and oil	{ per tun, old		8		{ tierce		
Berries, yellow	measure	8	8	Ditto - ditto	per barrel		1/2
Balsam of Peru	per bag or bale	2	1	Cheese, loose	per ton	6	6
Bath bricks	per jar	1	1/2	Ditto, in packages	per box or chest	1	1
Bottles, loose	per ton	1	1	Ditto	per hamper	1	1/2
Ditto	per 100 dozen	1	6	Cane reeds	per 1,000	2	1
	{ packed as dry			Cotton yarn	per bale	4	2
	{ goods			Cement	per barrel	2	1
Brandy	per butt and pipe	1	6	Dry goods	per butt	4	4
Ditto	per piece	8	4	Ditto	per puncheon	3	3
Ditto	per puncheon	8	4	Ditto	per hogshead	4	2
Ditto	per hogshead	6	3	Ditto	per case and chest	4	2
Ditto	per barrel	3	1 1/2	Ditto	per bale	4	2
Berries, juniper	per bag	1	1/2	Ditto	per tierce	3	1 1/2
Brush heads	per dozen	1/2	1/2	Ditto	per barrel	2	1
Belloves	per pair	1	1	Ditto	per box	2	1
				Ditto	per truss	2	1
Cows and calves	each	1	1	Ditto	per hamper	1/2	1/2
Cows' shanks or bones	per 1,000	2	1	Deals	per 120	1	6
Ditto horns	per 100	1	1/2	Deal ends (3 to a deal)	ditto	4	4
Ditto hoofs	per 1,000	1	1/2	Dyeing woods of every kind	per ton	6	3
Ditto hair	per hogshead	4	2	Earthenware	per load	4	4
Ditto ditto	per bag	1	1/2	Ditto	per crate	2	2
Calf skins	per dozen	1	1/2	Ditto	per hogshead	4	2
				Ditto	per puncheon	6	3
				Emery	per ton	6	3

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Ebony	per ton	6	3	Iron liquor	per butt or pipe	4	4
Elephants' teeth	ditto	1	6	Ditto	per puncheon	2	2
Eggs, loose	per 1,000	2	2	Indigo, East India	per chest	4	2
Ditto	per crate	10	10	Ditto	per bale	4	2
Feathers	per bag	3	3	Ironstone	per ton	1	1
Ditto	per bed	3	3	Iron machinery	ditto	1	6
Ditto, St. Kilda	per bag, small	1	1	Ditto - coastwise		6	6
Fish, salted or dry	per ton	1	6	Kelp	per ton	6	3
Ditto, salmon (8 kits per brl.)	per barrel	1	1	Lead	per ton	6	6
Ditto	per tierce	1 ½	1 ½	Ditto (litharge)	ditto	6	6
Ditto	per hogshead	2	2	Ditto ore	ditto	6	6
Flax	per ton	1	6	Ditto, white or red	per hogshead	4	4
Flour	per barrel	1	1	Ditto ditto	per barrel	2	2
Ditto	per sack	½	½	Lathwood	per fathom	2	1
Ditto	per ton	6	6	Laths	per 1,000	2	1
Figs, in frails	per 100	1	1	Linens of all sorts	per pack or bale		
Ditto, tapnetts	ditto	1	1	Ditto, loose, say	9 pieces to ditto	4	2
Firewood	per fathom	2	2		(In 1821, 12 pieces per bale.)		
Ditto	per ton	1	1	Ditto	per box or bundle	2	1
Furriers' waste	ditto	6	3	Lemons	per chest	2	1
Fullers' earth	ditto	6	3	Ditto	per box	1	½
Felt, patent	per package	1	1	Ditto juice	per pipe	1	6
Fire bricks	per 1,000	4	4	Ditto	per puncheon	6	3
Flag stones	per ton	1	1	Lignum vitæ	per ton	6	3
Flax seed	per hogshead	4	2	Linseed	per hogshead	4	2
Ditto	per tierce	3	1 ½	Ditto	per tierce	3	1 ½
Ditto, loose and in bags	per 100 bushels	1 4	8	Ditto, loose	per 100 bushels	1 4	8
Glass bottles, loose	per 100 dozen	1	6	Lime	per chaldron	2	2
Ditto, packed as "dry goods"				Ditto	per hogshead	2	2
Ditto, window, per box of 16 inches square		½	½	Leather, tanned	per bale	4	2
Ginseng	per cwt.	3	1 ½	Ditto	per bundle	1	½
Galls	per sack	2	1	Linseed cake	per ton	3	3
Ditto	per bag	2	1	Lard	ditto	1	6
Gunpowder	per barrel	1	½	Limestone	ditto	1	1
Gun stocks	per 1,000	1	1	Mahogany, of 40 solid feet	per ton	6	6
Grinding stones	per load	4	4	Ditto bedposts, of 50	ditto	6	6
Ditto	per chaldron	2	2	Marble, of 12 solid feet	ditto	6	6
Grapes	per jar, a box, or pot	3	3	Masts, above 12 in. diameter	each	3	3
Ginger	per bag	1	½	Ditto 8 and under 12	each	2	2
Geneva	per piece	8	4	Ditto 8 and above 6	each	1	1
Gypsum	per ton	6	3	Molasses	per hogshead	2	2
Granite stone	ditto	1	1	Ditto	per tierce	2	2
Grain	per puncheon	6	3	Ditto	per puncheon	2	2
Ditto	per hogshead	4	2	Ditto	per pipe	4	4
Ditto	per barrel	2	1	Mill stones	per ton	3	3
Hemp	per ton	1	6	Ditto	each	2	2
Ditto, seed	per hogshead	4	2	Mats (bass)	per 100	3	3
Ditto, loose	per 100 bushels	1 4	8	Madder	per hogshead	4	2
Herrings	per barrel	1	1	Ditto (root)	per bale	2	1
Ditto	per 1,000	1	1	Ditto ditto	per bag	1	½
Ditto (2 mace to a barrel)	per mace	½	½	Mules	each	2	1
Hides, tanned	per bundle	1	1	Malt spirits	per puncheon	2	2
Ditto, raw, or in the hair	each	1	½	Manganese	per ton	3	3
Ditto, cows'	ditto	1	½	Munjeet	per bundle	½	½
Hops	per bag	3	3	Nuts	per barrel	2	1
Ditto	per pocket	2	2	Ditto	per bag	1	1
Hazel rods	per 1,000	1	½	Ditto, coker, cocoa	per 100	6	6
Ditto	per load	2	2	Natron (from Egypt, & barilla)	per ton	1	6
Hair	per bale	2	2	Oak timber, 40 feet	per ton	6	6
Ditto	per bundle	1	½	Ditto - 50 feet	per load	7 ½	7 ½
Horn, say sungs	per ton	3	3	Ditto, planks of 1 inch	per 120	1	6
Ditto tips	per 1,000	1	½	Ditto, or boat boards	per 100	6	6
Horns, ditto	per 100	1	1	Ditto knees	ditto	6	3
Hatters' dregs, &c.	per pipe or butt	4	4	Ditto bark	per ton	6	6
Ditto	per puncheon	2	2	Oxen	each	1	1
Handspikes	per 1,000	6	3	Oakum	per ton	3	3
Hoops, wooden (2 m. to a load)	per load	4	2	Oars	per 120	6	6
Ditto	per 1,000	2	1	Osiers for hoops	per load	4	4
Hay	per ton	6	3	Orchill	per cwt.	3	3
Horses	each	2	2	Onions	per basket	½	½
Hogs' lard	per ton	1	6	Oatmeal (2 bolls 1 quarter)	per 100 bushels	1 4	8
Honey	per barrel	2	1	Ditto (140 lbs.)	per boll	½	½
Ditto	per keg	1	½	Ditto 240 lbs. per load)			
Iron, in bars, rods, or wrought	per ton	1	6	Ditto	per ton	6	6
Ditto - ditto - coastways	ditto	6	6	Oil of olives, &c., per butt	pipe or ton	8	4
Ditto, in pigs	ditto	6	3	Ditto, &c.	per jar	3	3
Ditto ditto, coastways	ditto	3	3	Oil of Palma, &c.	per butt	8	4
Ditto, cast, or pots	ditto	6	3	Ditto	per puncheon	6	3
Ditto - ditto - coastways	ditto	3	3	Ditto	per hogshead	4	2
Ditto plates	per pipe	6	6	Oil of fish, or train	per ton	8	4
Ditto ore	per ton	3	3	Ditto	per butt	8	4
Indigo	per seron	3	1 ½	Ditto	per puncheon	6	3
Ditto	per barrel	2	1	Ditto	per hogshead	4	2
Ditto	per box	2	1	Ditto	per barrel	2	1
Junk	per ton	3	3	Ditto	per tierce	3	1 ½
Juniper berries	per bag	1	½	Oil, sweet, in chests	each	3	1 ½
Ivory black	per hogshead	2	2	Ditto - in bottles	each	½	½

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Oil, hempseed	per hogshead	2	2	Salt pans	per ton	1	6
Ditto, linseed	per hogshead	2	2	Saltpetre	per barrel	2	1
Ditto, cake	per ton	3	3	Ditto	per bag	1	1
Ditto, rapeseed	per hogshead	2	2	Salt ashes	per ton	6	3
Ditto, salad	in jars	3	3	Sugar	per chest	4	2
Ditto, rapeseed	per pipe	4	4	Ditto	per hogshead	4	2
Oil of turpentine	per puncheon	4	4	Ditto	per tierce	3	1 1/2
				Ditto	per barrel	2	1
Pine board	per 120	6	6	Ditto	per box	2	1
Peeling board	per 120	6	6	Ditto	per bag	1	1 1/2
Pasteboard	per bundle	1	1 1/2	Ditto, refined, in lumps	per 3 cwt.	2	1
Paper (of 12 reams)	per pack	2	2	Ditto, loose			
Ditto	per load or ton	4	4	Ditto, candy	per box	1	1 1/2
Ditto	per bale, small	1	1	Seeds for gardens	per sack	1	1 1/2
Ditto (2 reams)	per bundle	1 1/2	1 1/2	Staves and heading	per 1,000	6	3
Perry	per hogshead	2	2	Spars	per 120	6	6
Porter	per butt	3	3	Spelter	per ton	6	3
Ditto	per hogshead	2	2	Soap	per hogshead	4	2
Ditto bottled ditto, inwards	per tierce	1 1/2	1 1/2	Ditto, foreign	per chest	4	2
Ditto	per barrel	1	1	Ditto, British	ditto	2	1
Ditto	per kilderkin	1 1/2	1 1/2	Ditto, ditto	per box	1	1 1/2
Paint	per barrel	1	1	Ditto, soft	per firkin	1	1 1/2
Ditto	per keg	1 1/2	1 1/2	Ditto, lye ashes	per ton	3	3
Ditto	per carboy	1 1/2	1 1/2	Ditto, waste	per ton	1	1
Potatoes (1 ton is 40 bushels)	per 100 bushels	1	1	Starch	per hogshead	4	2
Ditto	hampers	1 1/2	1 1/2	Ditto	per chest	4	2
Ditto	per bag	1	1 1/2	Skeets for ships, &c.	per dozen	1	1
Perfumery	per barrel	2	1	Snakeroot	per truss and bale	4	2
Peltry or furs	per bale or hhd.	4	4	Succadees	per jar, bottle	1	1 1/2
Ditto	per barrel	2	2	Ditto	per box or barrel	2	1
Prunes	per box	1 1/2	1 1/2	Sand for glassman	per ton	6	3
Plums	per box	1 1/2	1 1/2	Ditto, common	ditto	1	1
Pepper (Malagata)	per puncheon	6	6	Sassafras	per cwt.	1 1/2	1 1/2
Ditto	per barrel	2	2	Sarsaparilla	per bale	4	2
Ditto	per bag	1	1	Ditto	per bundle	1	1 1/2
Pipes	per box	1	1 1/2	Sumach, in casks	each	3	1 1/2
Pumice stones	per hogshead	2	2	Ditto, in bags	per ton	6	6
Ditto	per ton	4	4	Heel	per bundle	1 1/2	1 1/2
Pigs	each	1 1/2	1 1/2	Scythes or sickles	per bundle or dozen	1 1/2	1 1/2
Printers' liquors (see Hatters' dregs)	per pipe, or butt, or puncheon	4	4	Scythes or sickles (25 dozen)	per bale or pack	5	5
Pearl shells	per ton	5	2 6	Skinner's waste	per ton	6	3
Pork. See Beef.				Seythe stones	per 100 dozen	3	1 1/2
Portland stone	per ton	1	1	Ditto	per load	4	4
Pitch, per last, 2 s. and 1 s.	per barrel	2	1	Seahorse teeth	per cwt.	2	2
Propwood	per load of 250 yards	7 1/2	7	Shruif, old	per ton	3	3
Pork	per tierce	1 1/2	1	Stone bottles of marine acid, or spirits of salt, from Ireland	each	1 1/2	1 1/2
Ditto	per barrel	1	1	Smiths' bellows	each	1	1
Pitch	ditto	2	1	Scaleboards	per bundle	1 1/2	1 1/2
Portland stone	per ton	1	1	Succus Liquorice	per chest	4	2
Pimento	per barrel	2	1	Sealskins	per dozen	1 1/2	1 1/2
Ditto	per bag	1	1 1/2	Skins, squirrel	timber (40)	1 1/2	1 1/2
Propwood (250 yards)	per load	7 1/2	7 1/2	Ditto, sheep	per dozen	1 1/2	1 1/2
Paddy (rough rice)	per sack	1	1 1/2	Skins, dressed in lime	per ton	6	3
Palm oil. See Oil of Palm.				Skins, calf	per dozen	1	1 1/2
Pozzuolum earth	per ton	3	3	Ditto, deer	per butt	8	4
				Ditto	per puncheon	6	3
Quills	per bag	3	3	Ditto	per hhd. and bale	4	2
Ditto	per bale	4	4	Ditto, deer	per barrel	2	1
Ditto, dressed	per case	4	2	Ditto	loose (10)	3	1 1/2
Quicksilver	per bottle	1 1/2	1 1/2	Ditto, dog	per dozen	1	1 1/2
				Ditto, fox	ditto	1 1/2	1 1/2
Rum, brandy, &c.	per puncheon and tierce	8	4	Ditto, goat	per hogshead	4	2
Ditto	per butt pipe	1	6	Ditto	per bundle	1	1
Ditto	per hogshead	6	3	Ditto, hare	per hogshead	6	3
Ditto	per barrel	3	1 1/2	Ditto, lamb and kid	ditto	4	2
Ditto, &c. bottled, as "dry goods"				Ditto, seal	per dozen	1 1/2	1 1/2
Raisins	per barrel	1	1	Ditto, rabbit or racoon	per hogshead	6	3
Ditto in boxes, half boxes, quarter boxes, baskets, drums, &c.	per 100	1	1	Ditto, chinchilla	per hhd. or bale	4	2
Rice	per tierce	3	1 1/2	Sheep	per score	4	4
Ditto	per barrel	2	1	Sheep's horns	per ton	2	2
Ditto	per bag	1	1 1/2	Ditto	per 1,000	1	1
Ditto, rough or paddy, sack of 4 bushels, loose		1	1 1/2	Skips of cotton twist, &c.	double, each	2	2
Rags	per ton	3	3	Ditto	single, each	1	1
Rapeseed	per 100 bushels	1 4	8	Slates	per ton	2	2
Rosin	per ton	1	6	Stone, Portland, lime, &c.	per ton	1	1
Ditto	per barrel	2	1	Ditto, granite, flag, &c.	ditto	1	1
Rock moss	per bag or barrel	1	1	Smart sticks	per 1,000	2	1
Ditto	per bale	2	1	Shells, mother-of-pearl	per cwt.	3	1 1/2
Roman vitriol	per ton	3	3	Slime, yellow	per ton	3	3
Reeds	per 1,000	2	1	Shells, tortoise or turtle	per cwt.	3	1 1/2
Rattans	per 1,000	2	1	Sacks, new	per bundle	1	1 1/2
Rapeseed oil	per pipe	4	4	Silk, raw	per bale	4	2
Ditto	per hogshead	2	2	Ditto	per ballot	2	
				Spirits of turpentine	per puncheon	4	4
Salt, white	per 100 bushels	2	2	Sawdust	per bag	1 1/2	1 1/2
Ditto, coastways	ditto	1	1	Ditto, loose	per ton	3	3
Ditto, rock	ditto	1 4	1 4	Safflower	per bale	4	2
Ditto, coastways	ditto	8	8	Sapan wood (dye)	per ton	6	3
				Squills (loose)	ditto	6	
				Tallow, composition	per cwt.	1	1
				Tar and pitch	per barrel	2	1

				Inwards. Outwards.						Inwards. Outwards.	
				s. d.	s. d.					s. d.	s. d.
Turpentine	-	-	per tierce	- 3	- 1½	Vitriol, Roman	-	-	per bottle	- 1½	- 1½
Ditto	-	-	per barrel	- 2	- 1	Vitriol, bottled (as dry goods)	-	-	-	- 4	- 2
Ditto, spirits of	-	-	per puncheon	- 4	- 4	Wine	-	-	per pipe	1 -	- 6
Timber, oak and teak	-	-	per load	- 7½	- 7½	Ditto	-	-	per leager	1 -	- 6
Ditto, pine and fir	-	-	per load	- 6	- 3	Ditto	-	-	per hogshead	- 6	- 3
Turnips	-	-	per ton	- 4	- 4	Ditto	-	-	per alm	- 3	- 1½
Tobacco	-	-	per hogshead	- 4	- 2	Ditto	-	-	per case	- 4	- 2
Ditto, manufactured, in trusses	-	-	per 20	- 4	- 4	Wool, raw	-	-	per pack	- 4	- 4
Tin, manufactured	-	-	per box	- 1¼	- 1¼	Ditto, seron, or	-	-	per ballot	- 2	- 2
Tin, block	-	-	per ton	- 3	- 3	Whalebone or fins	-	-	per ton	1 -	- 6
Treenails	-	-	per 1,000	- 2	- 2	Whiting	-	-	per hogshead	- 4	- 2
Tanners' waste	-	-	per ton	- 3	- 3	Ditto	-	-	per ton	- 4	- 4
Ditto	-	-	per hogshead	- 2	- 2	Ditto	-	-	per bag	- 1	- 1½
Trees	-	-	per bundle	- 1½	- 1½	Wood, acid	-	-	per puncheon	- 4	- 4
Tortoise and turtle shell	-	-	per cwt.	- 3	- 1½	Ditto	-	-	per barrel	- 2	- 2
Tow	-	-	per ton	- 6	- 6	Ditto	-	-	per 100 gallons	- 2	-
Ditto	-	-	per bag	- 1	- 1	Wainscot boards	-	-	per 120	- 6	- 3
Tea	-	-	per quarter chest	- 1½	- 1½	Ditto propwood	-	-	per 250	- 7½	- 7½
Chests, 250 lbs. each.						Wheelbarrows	-	-	each	- 2	- 2
Half chests, 110 to 130.						Waggons	-	-	each	- 6	- 6
Quarter chests, 60 to 80.						Yarn, linen	-	-	per truss	- 6	- 3
Tiles, common	-	-	per 1,000	- 4	- 4	Ditto, bay woollen	-	-	per pack	- 4	- 2
Ditto, paving	-	-	per 1,000	- 8	- 8	Ditto, foreign	-	-	per vatt	- 8	- 4
Teakwood	-	-	per load	- 7½	- 7½	Ditto, cotton	-	-	per pack	- 4	- 2
Truss hoops	-	-	per set	- 1	- 1	Ditto	-	-	per double skip	- 2	- 2
Ufers	-	-	per 120	- 6	- 3	Ditto	-	-	per single skip	- 1	- 1
Valonia	-	-	per cwt.	- 1	- 1½	Yeast	-	-	per cask	- 3	- 3
Ditto	-	-	per sack or bag	- 1	- 1½	Yellow slime	-	-	per ton	- 3	- 3
Vitriol, Roman	-	-	per ton	- 3	- 3	Ditto, berries	-	-	per bag or bale	- 2	- 1

LIST of TOWN DUES received in 1854, being a Copy of the List delivered to the Commissioners for inquiring into the Local Charges on Shipping.

				Inwards. Outwards.						Inwards. Outwards.	
				s. d.	s. d.					s. d.	s. d.
Ashes of fern, &c.	-	-	per 100 bushels	1 4	- 8	Beech boards	-	-	per 100	- 4	- 4
Ditto, pot, pearl, &c.	-	-	per barrel	- 2	- 1	Bees' wax	-	-	per tierce	- 3	- 3
Ditto, Russia	-	-	per fatt	- 6	- 3	Ditto	-	-	per barrel	- 2	- 2
Alabaster	-	-	per ton	- 2	- 2	Ditto, loose	-	-	per ton	1 -	1 -
Alum	-	-	per ton	- 4	- 4	Battens	-	-	per 100	- 6	- 3
Ditto	-	-	per hogshead	- 4	- 4	Balks, fir, five inches and under	-	-	eight inches diameter	per 100	- 1 -
Apples	-	-	per hogshead	- 3	- 1½	Brooms	-	-	per dozen	- 1	- 4
Ditto	-	-	per barrel or bag	- 1	- 1½	Baskets	-	-	ditto	- 1	- 1½
Ditto, loose	-	-	per bushel	- 1½	- 1½	Barley (composition)	-	-	per 100 bushels	1 -	- 6
Argol	-	-	per hogshead	- 4	- 2	Barley (shelled)	-	-	per ton	- 6	- 6
Ditto	-	-	per tierce	- 3	- 1½	Bark (druggists')	-	-	per chest	- 4	- 2
Ale, in brewers' casks	-	-	per butt	- 3	- 3	Bark (druggists')	-	-	per bale	- 2	- 2
Ditto	-	-	per hogshead	- 3	- 2	Ditto (tanners')	-	-	per ton	- 6	- 6
Ditto	-	-	per barrel	- 1	- 1	Ditto, quercitron	-	-	per hogshead	- 4	- 2
Ale, bottled, as "dry goods"	-	-	-	-	-	Bones	-	-	per 1,000	- 2	- 1
Anchovies (16 lbs. per barrel)	-	-	per 12 barrels	- 1	- 1	Ditto	-	-	per ton	- 2	- 1
Aloes	-	-	per gourd	- 1	- 1	Ditto, calcined	-	-	per ton	- 3	- 1½
Arms	-	-	per chest	- 2	- 2	Bags, new	-	-	per bundle	- 1	- 1½
Annatto	-	-	per hogshead	- 4	- 2	Ditto, loose (200 one bale)	-	-	per 100	- 2	- 1
Ditto	-	-	per tierce	- 3	- 1½	Brass, foreign	-	-	per ton	1 -	- 6
Ditto	-	-	per barrel	- 2	- 1	Blocks, loose	-	-	per 100	- 6	- 3
Antimony, regulus or ore of	-	-	per box of 100 lbs.	- 1	- 1	Blubber oil, old measure	-	-	per ton	- 8	- 8
Ditto, loose	-	-	per ton	- 6	-	Ditto, new measure, onc-fifth more.	-	-	-	-	-
Asphaltum	-	-	per ton	- 3	- 3	Berries, yellow	-	-	per bag or bale	- 2	- 1
Almonds	-	-	per barrel	- 2	- 1	Balsam of Peru	-	-	per jar	- 1	- 1½
Ditto	-	-	per box or bag	- 1	- 1	Bath bricks	-	-	per ton	- 1	- 1
Alkanet root	-	-	per bale	- 2	- 1	Boards, wainscot (See Wainscot)	-	-	per 120.	-	-
Ditto	-	-	per bag	- 1	- 1½	Bottles, loose	-	-	per 100 dozen	1 -	- 6
Alga marina	-	-	per bale or bag	- 2	- 2	Ditto, packed, as "dry goods"	-	-	-	-	-
Bacon	-	-	per ton	1 -	- 6	Brandy	-	-	per butt or pipe	1 -	- 6
Beef or pork	-	-	per tierce	- 1½	- 1½	Ditto	-	-	-	-	-
Ditto	-	-	per barrel	- 1	- 1	Ditto	-	-	-	-	-
Brimstone, rough	-	-	per hogshead	- 4	- 2	Ditto	-	-	-	-	-
Ditto, rough, loose	-	-	per ton	- 6	- 3	Ditto	-	-	-	-	-
Ditto, refined, in boxes	-	-	per ton	1 -	- 6	Ditto, bottled, as "dry goods"	-	-	-	-	-
Bricks	-	-	per ton	- 1	- 1	Berries, juniper	-	-	per bag	- 1	- 1½
Ditto, common	-	-	per 1,000	- 1	- 1	Brush heads	-	-	per dozen	- 1	- 1½
Ditto, fire	-	-	ditto	- 4	- 4	Ditto	-	-	per bundle	- 1	- 1½
Butter	-	-	per ton	1 -	- 6	Ditto handles	-	-	per bundle	- 1½	- 1½
Bulrushes	-	-	per bundle	- 1½	- 1½	Bellows	-	-	per pair	- 1	- 1
Ditto	-	-	-	- 6	- 6	Bows for oxen	-	-	per dozen	- 1	- 1½
Barilla	-	-	per ton	1 -	- 6	Biscuit bread	-	-	per ton	- 1	- 6
Bran	-	-	per 100 bushels	- 8	- 4	Beer, Dantzic black	-	-	per 12 kegs	- 2	- 1
Ditto	-	-	per ton	- 3	- 3	Boxwood	-	-	per ton	- 6	- 3
Burr stones (28 lbs. each)	-	-	per ton	- 6	- 3	Barytes	-	-	per tierce	- 3	- 1½

			Inwards.	Outwards.				Inwards.	Outwards.
			s. d.	s. d.				s. d.	s. d.
Boards (for soap boxes) -	per 1,000 -	-	6	3	Cobalt ore -	per ton -	-	6	3
Blocks, wood, for pavement -	per 100 -	-	3	-	Clover seed, composition -	per 100 bushels	-	1	-
Blue stone -	per ton -	-	3	3					
Buckets -	per dozen -	-	1	- ½					
Cows and calves -	each -	-	1	1	Dry goods -	per butt -	-	8	4
Cow shanks or bones -	per 1,000 -	-	2	1	Ditto -	per puncheon -	-	6	3
Cow horns -	per 100 -	-	1	- ½	Ditto -	per hogshead -	-	4	2
Cow hair -	per hogshead -	-	4	2	Ditto -	per case -	-	4	2
Ditto -	per bag -	-	1	- ½	Ditto -	per chest -	-	4	2
Cow hoofs -	per 1,000 -	-	1	- ½	Ditto -	per bale -	-	4	2
Calf skins, composition, wet -	per cwt. -	-	1	1	Ditto -	per tierce -	-	3	1 ½
Ditto - ditto - dry -	per cwt. -	-	2	2	Ditto -	{ per barrel, box, } or truss -	-	2	1
Calf velvies -	per hogshead -	-	2	2	Ditto -	per trunk -	-	2	2
Ditto -	per tierce -	-	1 ½	1 ½	Ditto -	per hamper -	-	1 ½	- ½
Ditto -	per barrel -	-	1	1	Deals -	per 120 -	-	1	-
Calamine -	per ton -	-	3	3	Deal ends (three to a deal) -	per 120 -	-	4	4
Clay, pipe -	per ton -	-	3	3	Dyeing woods of every kind -	per ton -	-	6	3
Ditto, Sutton, for copper works -	per ton -	-	1	1					
China stone -	per ton -	-	1	1	Earthenware -	per load -	-	4	4
Copper ore (see also Ore) -	per ton -	-	6	6	Ditto -	per crate -	-	2	2
Ditto - manufactured -	per ton -	-	6	3	Ditto -	per hogshead -	-	4	2
Copperas -	per ton -	-	6	3	Ditto -	per puncheon -	-	6	3
Ditto -	per hogshead -	-	4	2	Emery -	per ton -	-	6	3
Cheese, loose -	per ton -	-	6	6	Elephants' teeth -	per ton -	-	1	-
Cotton -	per bag or bale -	-	2	1	Ebony -	per ton -	-	6	3
Ditto -	per seron & pocket -	-	1 ½	- 1	Eggs, loose -	per 1,000 -	-	2	2
Ditto -	per ballot -	-	1	- 1	Ditto, per crate -	per 5,000 -	-	10	10
Coffee -	per butt -	-	8	4					
Ditto -	per puncheon -	-	6	3	Feathers -	per bag -	-	3	3
Ditto -	per hogshead -	-	4	2	Ditto -	per bed -	-	3	3
Ditto -	per tierce -	-	3	1 ½	Ditto, St. Kilda -	bag, small -	-	1	1
Ditto -	per barrel -	-	2	1	Fish, salted or dry -	per ton -	-	1	-
Ditto -	per bag -	-	1	- 1	Fish, salmon, &c. -	per barrel -	-	1	1
Coals, loose -	per chaldron, W.M. -	-	2 ½	2 ½	Ditto -	per tierce -	-	1 ½	1 ½
Ditto -	per ton -	-	2	2	Ditto -	per hogshead -	-	2	2
Coals, cannel -	per ton -	-	2	2	Flax -	per ton -	-	1	-
Charcoal -	per ton -	-	3	3	Flour -	per barrel -	-	1	1
Charcoal dust -	per hogshead -	-	2	2	Ditto -	per sack -	-	½	- ½
Ditto -	per barrel -	-	1	1	Ditto -	per ton -	-	6	6
Cochineal -	per cwt. -	-	3	3	Firewood -	per fathom -	-	2	2
Corkwood -	per ton -	-	1	6	Ditto -	per ton -	-	1	1
Corks -	per bag -	-	1	- ½	Figs -	per 100 packages -	-	1	1
Gardamine cases (for Africa) -	each -	-	-	-	Furriers' waste -	per ton -	-	6	3
Chalk -	per ton -	-	2	2	Fullers' earth -	per ton -	-	3	3
Corn of all sorts (but see Com- positions) -	per 100 bushels	-	1 4	8	Felt, patent -	per package -	-	1	1
Currants -	per butt -	-	8	4	Fire bricks -	per 1,000 -	-	4	4
Ditto -	per carotell -	-	3	1	Flag stones -	per ton -	-	1	1
Ditto -	per box -	-	1	-	Felspar, loose -	per ton -	-	3	3
Ditto -	per barrel -	-	1	1	Flax-seed, composition -	100 bushels -	-	1	-
Candles -	per box -	-	1	-	Fellies for wheels, wood -	per dozen -	-	½	-
Candlewick -	per bag -	-	-	-	Filtering stones -	each -	-	½	- ½
Cyder -	per pipe -	-	4	4	Flax seed -	per hogshead -	-	4	2
Ditto -	per puncheon -	-	3	3	Ditto -	per tierce -	-	3	1 ½
Ditto -	per hogshead -	-	2	2	Ditto, loose or in bags, com- position -	per 100 bushels	-	1	-
Ditto -	per tierce -	-	1	1					
Ditto -	per barrel -	-	1	1	Glass bottles, loose -	per 100 dozen -	-	1	-
Caperwas -	per 1,000 -	-	2	1	Ditto, packed, as "dry goods" -	-	-	-	-
Cordage, new -	per ton -	-	1	-	Glass, window, per box, 16 in. square, in half a box -	per side -	-	½	- ½
Cream of tar -	per hogshead -	-	4	2	Glass -	per crate -	-	2	2
Ditto -	per tierce -	-	3	1	Ditto -	-	-	-	-
Chairs, Windsor -	per dozen -	-	1	1	Ditto, flint, as "dry goods" -	-	-	-	-
Clapp boards -	per 100 -	-	7	7	Glue -	per hogshead -	-	4	2
Carriages of all descriptions -	each -	-	6	6	Groceries, as "dry goods" -	-	-	-	-
Carts -	each -	-	3	3	Gum Senegal -	per ton -	-	1	-
Cassia fistula -	per ton -	-	10	10	Ditto - (coastwise) -	per ton -	-	6	3
Cinders -	per ton -	-	2	2	Gourds of aloes -	each -	-	1	1
Chert stones -	per ton -	-	1	1	Ginsang -	per cwt. -	-	3	1 ½
Cordwood -	per ton -	-	3	3	Galls -	per sack or bag -	-	2	1
Ditto -	per load of 250 yds. -	-	7	7	Gunpowder -	per barrel (100 lbs.) -	-	1	- ½
Compounds (British spirits) -	per punch. or hhd. -	-	2	2	Gun-stocks -	per 1,000 -	-	1	1
Carrots -	per ton -	-	4	4	Grinding-stones -	per load -	-	4	4
Cratewood -	per load of 400 yds. -	-	6	3	Ditto -	per chaldron -	-	2	2
Cane reeds -	per 1,000 -	-	2	1	Grapes, composition -	per chest -	-	4	4
Coal in casks -	per puncheon -	-	6	3	Ditto - ditto -	per box -	-	2	2
Ditto -	per hogshead -	-	4	2	Ditto - ditto -	per jar -	-	½	- ½
Ditto -	per barrel -	-	2	1	Ginger -	per bag -	-	1	- ½
Cement -	per barrel -	-	2	1	Geneva, foreign -	per pipe -	-	1	-
Ditto -	per half barrel -	-	1	-	Ditto - ditto -	per piece -	-	8	4
Ditto -	per sack -	-	1	-	Gypsum -	per ton -	-	6	3
Casks, in shakes or packs -	{ per hogshead, } puncheon, & tierce -	-	-	- ½	Granite stone -	per ton -	-	1	1
Ditto -	per barrel -	-	-	- ½	Gram. See Composition.	-	-	-	-
Cheese in packages -	per box or chest -	-	1	1	Garden seeds -	per sack -	-	1	- ½
Ditto -	per hamper -	-	1	-	Gold ore -	per ton -	-	1	-
Cotton yarn -	per bale -	-	4	2	Grasses, loose -	per ton -	-	3	3
Caoutchouc -	per barrel -	-	2	1	Guano -	per ton -	-	1	1
Ditto, loose -	per ton -	-	1	-	Grass, China -	per ton -	-	1	-
Codilla of flax or hemp -	per ton -	-	6	6	Gutta percha -	per ton -	-	1	-
Cedar -	per ton -	-	6	3					
Clog soles -	per 1,000 -	-	3	3	Hemp -	per ton -	-	1	-
Cutch (Terra Japonica) -	per ton -	-	6	3	Hemp-seed, "as composition" -	-	-	-	-

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Herrings	per barrel	- 1	- 1	Molasses	per pipe	- 4	- 4
Ditto, salted, loose	per 1,000	- 1	- 1	Ditto	per barrel	- 1	- 1
Hides, tanned. <i>See Leather.</i>				Millstones	per ton	- 3	- 3
Hides, dry	composition	per cwt.	- 2	Ditto, manufactured	each	- 2	- 2
Ditto, wet		per cwt.	- 1	Mats, bass	per 1,000	- 3	- 3
Hops		per bag	- 3	Madder	per butt	- 8	- 4
Ditto		per pocket	- 2	Ditto	per hogshead	- 4	- 2
Hazel rods		per 1,000	- 1	Ditto, roots	per bale	- 2	- 1
Ditto		per load	- 2	Ditto	per bag	- 1	- 1
Hair		per bale	- 2	Mules	each	- 2	- 1
Ditto		per bundle	- 1	Malt spirits, British	{ per punch. or } hogshead	- 2	- 2
Horns		per 100	- 1	Manganese	per ton	- 3	- 3
Horn tips		per 1,000	- 1	Munjeet (composition 100 b'dles)	per bale	- 4	- 4
Ditto		per ton	- 3	Mother-of-pearl shells (composition)	per ton	- 2	- 2
Hatters' dregs		per pipe or butt	- 4	Melons (as "coker nuts")	per 100	- 6	- 6
Ditto		per puncheon	- 2	Mop handles	per bundle	- 1	- 1
Handspikes		per 1,000	- 6	Mangles	each	- 2	- 2
Hoops, wood		per load of 2,000	- 4	Mundic (pyrites)	per ton	- 3	- 3
Ditto		per 1,000	- 2	Mastic, loose	per ton	- 3	- 3
Hay		per ton	- 6				
Horses		each	- 2	Nuts	per barrel	- 2	- 1
Hogs		each	- 1	Ditto	per bag	- 1	- 1
Hogs' lard		per ton	- 1	Ditto, coker	per 100	- 6	- 6
Honey		per barrel	- 2	Ditto, cocoa	per bag	- 1	- 1
Ditto		per keg	- 1	Ditto, coquillo	per 1,000	- 3	- 1
Ditto		per jar	- 1	Natron	per ton	- 1	- 6
Heading for casks		per 1,000	- 6	Naphtha	per puncheon	- 8	- 4
Hoops		per 1,000	- 1	Ditto	per carboy	- 1	- 1
Ditto		per ton	- 3	Nails	per bag	- 1	- 1
Hurdles, wooden		per 100	- 1				
Iron bars, rods, &c.		per ton	- 1	Oak timber (40 feet)	per ton	- 6	- 6
Ditto, coastwise		per ton	- 6	Ditto (50 feet)	per load	- 7	- 7
Ditto, railway bars		per ton	- 4	Ditto planks of 1 inch	per 120	- 1	- 6
Ditto, pigs, pots, or cast		per ton	- 6	Ditto boat boards	per 100	- 6	- 6
Ditto, coastwise		per ton	- 3	Ditto knees	per 100	- 6	- 3
Ditto, ore		per ton	- 3	Oak bark	per ton	- 6	- 6
Ditto, machinery		per ton	- 1	Oxen	each	- 1	- 1
Ditto, coastwise		per ton	- 6	Oakum	per ton	- 3	- 3
Ditto, plates		per ton	- 6	Oars	per 120	- 6	- 6
Indigo		per chest	- 4	Oziers for hoops	per load	- 4	- 4
Ditto		per seron	- 3	Orchilla weed composition	per bale	- 2	- 2
Ditto		per barrel or box	- 2	Onions	per basket	- 1	- 1
Junk		per ton	- 3	Ditto	per chest	- 4	- 2
Juniper berries		per bag	- 1	Ditto	per bag	- 1	- 1
Ivory black		per hogshead	- 2	Ditto, loose	per bushel	- 1	- 1
Iron liquor		per butt or pipe	- 4	Oatmeal	per ton	- 6	- 6
Ditto		per puncheon	- 2	Ditto	per boll 240 lbs.	- 1	- 1
Ironstone		per ton	- 1	Oil of olives	per butt	- 8	- 4
Ice		per ton	- 1	Ditto	per pipe	- 8	- 4
Kelp		per ton	- 6	Ditto	per puncheon	- 6	- 3
Knees of oak		per 100	- 6	Ditto	per hogshead	- 4	- 2
Kutch (Terra Japonica)		per ton	- 6	Ditto	per barrel	- 2	- 1
Lead		per ton	- 6	Ditto, sweet	per jar, 24 gallons	- 3	- 3
Ditto, litharge of		per ton	- 6	Oil of palm	per leaguer	- 1	- 6
Ditto, ore		per ton	- 6	Ditto	per butt or pipe	- 8	- 4
Ditto, white or red		per hogshead	- 4	Ditto	per puncheon	- 6	- 3
Ditto ditto		per barrel	- 2	Ditto	per hogshead	- 4	- 2
Lathwood		per fathom	- 2	Ditto	per tierce	- 3	- 1
Laths		per 1,000	- 2	Ditto	per barrel	- 2	- 1
Linen of all sorts		per pack or bale	- 4	Oil of fish	{ per tun old mea- } sure, new 1-5th more	- 8	- 8
Ditto		per chest or case	- 4	Ditto	per butt	- 8	- 4
Ditto		per box or bundle	- 2	Ditto	per puncheon	- 6	- 3
Ditto, loose		per 12 pieces	- 4	Ditto	per hogshead	- 4	- 2
Lemons (exceeding 10,000 inches)		per chest	- 2	Ditto	per tierce	- 3	- 1
Ditto (not exceeding ditto)		per box	- 1	Ditto	per barrel	- 2	- 1
Ditto (from Malaga)		per frail	- 1	Oil, sweet	per chest 60 flasks	- 3	- 1
Ditto, loose		per 1,000	- 3	Ditto	per bottle	- 1	- 1
Lemon juice		per pipe	- 1	Ditto, castor	per dupper	- 1	- 1
Ditto		{ per puncheon or } hogshead	- 6	Oil of seeds	per pipe	- 4	- 4
Lignum vitæ		per ton	- 6	Ditto	per puncheon	- 3	- 3
Linseed cake		per ton	- 3	Ditto	per hogshead	- 2	- 2
Lime		per chaldron	- 2	Oil of turpentine	per puncheon	- 4	- 4
Ditto		per ton	- 1	Oil cake	per ton	- 3	- 3
Ditto		per hogshead	- 2	Oil for painters	per jar or can	- 1	- 1
Leather, tanned		per bale	- 4	Opium	per drum	- 1	- 1
Ditto		per bundle	- 1	Ox boxes	per dozen	- 1	- 1
Lard		per ton	- 1	Oranges	per chest	- 2	- 1
Limestone		per ton	- 1	Ditto	per box	- 1	- 1
Ditto, slacked		per ton	- 6	Ditto, loose	per 1,000	- 6	- 6
Linseed oil		per pipe	- 4	Ore, copper (see also Copper)	per ton	- 6	- 6
Ditto		per hogshead	- 2	Ditto, iron	per ton	- 3	- 3
Lasts		per 1,000	- 6	Ditto, silver	per ton	- 1	- 6
Mahogany		per ton	- 6	Ditto, gold	per ton	- 1	- 1
Ditto, bedposts, 50		per ton	- 6	Ditto, zinc	per ton	- 6	- 3
Marble (12 cubic feet)		per ton	- 6	Ditto, cobalt	per ton	- 6	- 6
Masts, above 12 inches diameter		each	- 3				
Ditto " 8 and under 12		each	- 2	Pine timber	per load	- 6	- 3
Ditto " 6 " 8		each	- 1	Ditto boards	per 120	- 6	- 6
Molasses		{ per hogshead, } puncheon, or tierce	- 2	Paling boards	per 120	- 6	- 3
				Pasteboards	per bundle	- 1	- 1

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Paper (12 reams)	per pack	- 2	- 2	Sugar	per box	- 2	- 1
Ditto	per load or ton	- 4	- 4	Ditto	per bag	- 1	- 1
Ditto	per bale, small	- 1	- 1	Ditto, refined	per 3 cwt.	- 2	- 1
Ditto (2 reams)	per bundle	- 1	- 1	Ditto, candy	per box	- 1	- 1
Perry	per hogshead	- 2	- 2	Seeds for garden	per sack	- 1	- 1
Porter in brewers' casks	per butt	- 3	- 3	Staves and headings	per 1,000	- 6	- 3
Ditto	per hogshead	- 2	- 2	Spars	per 120	- 6	- 6
Ditto	per tierce	- 1 1/2	- 1 1/2	Spelter	per ton	- 6	- 3
Ditto	per barrel	- 1	- 1	Starch	per hhd. or chest	- 4	- 2
Ditto, bottled, as "dry goods"				Skeets for ships	per dozen	- 1	- 1
Paint	per barrel	- 1	- 1	Succades	per jar or bottle	- 1	- 1
Ditto	per keg, carboy	- 1	- 1	Ditto	per box or barrel	- 2	- 1
Perfumery	per barrel	- 2	- 1	Soap	per hogshead	- 4	- 2
Peltry or furs	{ per bale or hogshead }	- 4	- 4	Ditto, foreign	per chest	- 4	- 2
Ditto	per barrel	- 2	- 2	Ditto, British	per chest	- 2	- 1
Pigs	each	- 1	- 1	Ditto, lye ashes	per ton	- 3	- 3
Prunes	per 100 boxes, &c.	- 1	- 1	Ditto, waste	per ton	- 1	- 1
Ditto	per barrel	- 1	- 1	Ditto, soft	per firkin	- 1	- 1
Plums	per 100 boxes, &c.	- 1	- 1	Ditto, British	per box	- 1	- 1
Pepper, Malageta	per puncheon	- 6	- 6	Snake root	per truss or bale	- 4	- 2
Ditto	per barrel	- 2	- 2	Sand for glass manufactures	per ton	- 6	- 3
Ditto	per bag	- 1	- 1	Ditto, common	per ton	- 1	- 1
Pipes	per box	- 1	- 1	Sassafras	per cwt.	- 1	- 1
Pumice stone	per hogshead	- 2	- 2	Sarsaparilla	per bale	- 4	- 2
Ditto	per ton	- 4	- 4	Ditto	per bundle	- 1	- 1
Printers' liquors	per butt or pipe	- 4	- 4	Shumac in casks	each	- 3	- 1 1/2
Ditto	per hogshead	- 2	- 2	Ditto, in bags	per ton	- 6	- 6
Pearl shells, mother of, com-	per ton	- 2	- 2	Steel	per bundle	- 1	- 1
position	per tierce	- 1 1/2	- 1 1/2	Scythes or sickles	12 in a bundle	- 1	- 1
Pork	per barrel	- 1	- 1	Ditto	{ per 25 dozen, bale or pack }	- 5	- 5
Ditto	per barrel	- 1	- 1	Skinners' waste	per ton	- 6	- 3
Pitch (as tar composition)	per barrel	- 1	- 1	Scythe stones	per 100 dozen	- 3	- 1 1/2
Portland stone	per ton	- 1	- 1	Ditto	per load	- 4	- 4
Potatoes, loose	per 100 bushels	- 1	- 1	Seahorse teeth	per cwt.	- 2	- 2
Ditto	per hamper	- 1	- 1	Shruff, old	per ton	- 3	- 3
Pimento	per barrel	- 2	- 1	Stone bottles of marine acid, or			
Ditto	per bag	- 1	- 1	spirits of salts	each	- 1	- 1
Prop wood, 200 yards, oak	per load	- 7 1/2	- 7 1/2	Smiths' bellows	each	- 1	- 1
Ditto	per load	- 6	- 3	Scale boards	per bundle	- 1	- 1
Paddy (rough rice)	per sack	- 1	- 1	Succas liquoritæ	per chest	- 4	- 2
Palm oil. See Oil of Palm.				Skins, squirrel (40)	per timber	- 1	- 1
Pozzolane earth	per ton	- 3	- 3	Ditto, sheep	per dozen	- 1	- 1
Pyrites	per ton	- 3	- 3	Ditto, calf (composition)	per dozen	- 1	- 1
Ploughs	each	- 4	- 2	Ditto, dog	per dozen	- 1	- 1
Plumbago, as lead	per ton	- 6	- 6	Ditto, fox	per dozen	- 1	- 1
Pissava (Brazil glass)	per ton	- 1	- 1	Ditto, kangaroo, loose	per dozen	- 1	- 1
Palm leaves	per bale	- 2	- 6	Ditto, seal	per dozen	- 1	- 1
Pick shafts	per 1,000	- 6	- 3	Ditto, sheep, dressed in lime	per ton	- 6	- 3
Paris white, as "whiting"				Skins, deer	per butt	- 8	- 4
Quills	per bag	- 3	- 3	Ditto	per puncheon	- 6	- 3
Ditto	per bale	- 4	- 4	Ditto	per hhd. and bale	- 4	- 2
Ditto, dressed	per case	- 4	- 2	Ditto	per barrel	- 2	- 1
Quicksilver	per bottle	- 1	- 1	Ditto, loose	per 100	- 3	- 1 1/2
Quassia wood	per cwt.	- 1	- 1	Skins, goat	per hogshead	- 4	- 2
Ditto as "sassafras" and				Ditto	per bundle	- 1	- 1
"cassia fistula."				Ditto, loose	per dozen	- 1	- 1
Rum, brandy, &c.	{ per puncheon or piece }	- 8	- 4	Ditto, hare, rabbit, and racoon	per hogshead	- 6	- 3
Ditto	per butt or pipe	- 1	- 6	Ditto, lamb and kid	per hogshead	- 4	- 2
Ditto	per hogshead	- 6	- 3	Ditto, chinchilla	per hhd. and bale	- 4	- 2
Ditto	per barrel	- 3	- 1 1/2	Sheep	per score	- 4	- 4
Ditto, bottled, as "dry goods"				Sheep's horns	per ton	- 2	- 2
Raisins	per barrel	- 1	- 1	Ditto	per 1,000	- 1	- 1
Ditto, boxes, baskets, drums,				Skins of cotton, twist, &c.	double, each	- 2	- 2
&c.	per 100	- 1	- 1	Ditto	single	- 1	- 1
Rice	per tierce	- 3	- 1 1/2	Slates	per ton	- 2	- 2
Ditto	per barrel	- 2	- 1	Stone, Portland	per ton	- 1	- 1
Ditto	per bag	- 1	- 1	Stone, rotten	per ton	- 1	- 1
Ditto, rough, or paddy	per sack, 4 bushels	- 1	- 1	Ditto, lime, granite, &c.	per ton	- 1	- 1
Rags	per ton	- 3	- 3	Smart sticks	per 1,000	- 2	- 1
Rapeseed, composition	per 100 bushels	- 1	- 6	Shells, tortoise, turtle, &c.	per ton	- 3	- 1 1/2
Resin	per ton	- 1	- 1	Ditto, couch	per ton	- 2	- 1
Ditto	per barrel	- 1	- 1	Ditto, mother of pearl com-			
Rock moss	per barrel or bag	- 1	- 1	position	per ton	- 2	- 2
Ditto	per bale	- 2	- 1	Shellac gum	per ton	- 1	- 6
Roman vitriol	per ton	- 3	- 3	Slime, yellow	per ton	- 3	- 3
Reeds	per 1,000	- 2	- 1	Sacks, new	per bundle	- 1	- 1
Rattans	per 1,000	- 2	- 1	Silk, raw	per bale	- 4	- 2
Rape oil	per pipe	- 4	- 4	Ditto	per ballot	- 2	- 2
Ditto	per hogshead	- 2	- 2	Spirits, turpentine	per puncheon	- 4	- 4
Rotten stone	per ton	- 1	- 1	Sawdust	per bag	- 1	- 1
Salt, white	per ton, foreign	- 6	- 6	Ditto, loose	per ton	- 3	- 3
Ditto	coastwise	- 3	- 3	Safflower	per bale	- 4	- 2
Ditto	foreign	- 4	- 4	Sapan wood dye	per ton	- 6	- 3
Ditto	coastwise	- 2	- 2	Squills, loose	per ton	- 6	- 3
Salt pans	per ton	- 1	- 6	Sugarhouse refuse or waste	per ton	- 1	- 1
Saltpetre	per barrel	- 2	- 1	Ships' wedges	per 1,000	- 2	- 2
Ditto	per bag	- 1	- 1	Spokes for wheels	per 1,000	- 6	- 3
Salt ashes	per ton	- 6	- 3	Shelling (inside of oats)	per ton	- 6	- 6
Sugar	per chest	- 4	- 2	Shudes (outside)	per ton	- 3	- 3
Ditto	per hogshead	- 4	- 2	Spades	per bundle of six	- 1	- 1
Ditto	per tierce	- 3	- 1 1/2	Soot	per hogshead	- 2	- 2
Ditto	per barrel	- 2	- 1	Silver ore	per ton	- 1	- 6

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Sulphate of Soda	per ton	- 6	- 3	Valonia	per cwt.	- 1	- 1
Straw	per ton	- 3	- 1 ½	Ditto	{ per sack, bag of 1 cwt. }	- 1	- 1 ½
Sleepers, wooden, for railways, as battens	per 100	- 6	- 3	Vitriol	per ton	- 3	- 3
Soap, stone	per ton	- 3	- 3	Ditto	per bottle	- ½	- ½
Saddletrees	per dozen	- 1	- ½	Vinegar	per pipe	- 4	- 4
				Ditto	per hogshead	- 2	- 2
Tea, 168 lbs. and upwards	per chest	- 4	- 2	Wine	per pipe and butt	1	- 6
Ditto, 90 lbs. to 167 lbs.	½ "	- 2	- 1	Ditto	per leaguer	1	- 6
Ditto, 50 " to 89 "	¼ "	- 1	- ½	Ditto	per hogshead	- 6	- 3
Ditto, 26 " to 49 "	⅛ "	- ½	- ¼	Ditto	per aum	- 3	- 1 ½
Ditto, 14 " to 25 "	⅙ "	- ¼	- ⅙	Ditto	per case	- 4	- 2
Ditto, under 14 lbs.	⅙ "	- ⅙	- ⅙	Ditto, bottled, as "dry goods."			
Tallow, composition	per cwt.	- 1	- 1	Wool, raw	per pack	- 4	- 4
Tar, composition	per barrel	- 1	- 1	Ditto	per ballot	- 2	- 2
Turpentine, composition	per cwt.	- ½	- ½	Whalebones or fins	per ton	1	- 6
Ditto, spirits of	per puncheon	- 4	- 4	Whitening	per hogshead	- 4	- 2
Timber, oak and teak (50 feet)	per load	- 7 ½	- 7 ½	Ditto	per ton	- 4	- 4
Ditto, pine, fir, &c. (50 feet)	per load	- 6	- 3	Ditto	per bag	- 1	- ½
Turnips	per ton	- 4	- 4	Wood acid	per puncheon	- 4	- 4
Tobacco	per hogshead	- 4	- 2	Ditto	per barrel	- 2	- 2
Ditto	per seron	- 1	- ½	Ditto	per 100 gallons	- 2	-
Ditto, B. manufactured in trusses	per 20 trusses	- 4	- 4	Wainscot boards	per 120	- 6	- 3
Tin, manufactured	per box	- 1 ¼	- ¾	Ditto oak logs	per load	- 7 ½	- 7 ½
Ditto, block	per ton	- 3	- 3	Wood, prop	per 250 yards	- 7 ½	- 7 ½
Treenails	per 1,000	- 2	- 2	Wheelbarrows	each	- 2	- 2
Trees	per bundle	- ½	- ½	Waggons	each	- 6	- 6
Tortoise and turtle shell	per cwt.	- 3	- 1 ½	Wedges for ships	per 1,000	- 2	- 2
Tow	per ton	- 6	- 6	Wire (coastwise)	per ton	- 6	- 6
Ditto	per bag	- 1	- 1	Weld	per ton	- 6	- 3
Tanners' waste	per ton	- 3	- 3	Yarn, linen	per truss, 6 cwt. { per bundle (30) to 40 lbs. }	- 6	- 3
Ditto	per hogshead	- 2	- 2	Ditto		- ½	- ½
Tiles, common	per 1,000	- 4	- 4	Ditto, bag, woollen	per sack	- 4	- 2
Ditto, paving	per 1,000	- 8	- 8	Ditto, foreign	per vatt	- 8	- 4
Teak wood (50 feet)	per load	- 7 ½	- 7 ½	Ditto, cotton	per pack	- 4	- 2
Truss hoops	per set	- 1	- ½	Ditto	per double skip	- 2	- 2
Terra umbra	per ton	- 3	- 3	Ditto	per single skip	- 1	- 1
Ditto japonica	per ton	- 6	- 3	Yeast	per cask	- 3	- 3
Ditto sienna	per ton	- 6	- 3	Yellow slime	per ton	- 3	- 3
Tongues, loose	per dozen	- ½	- ¼	Yellow berries	per bag or bale	- 2	- 1
Uffers	per 120	- 6	- 3	Zinc	per ton	- 6	- 3

The Present TARIFF of TOWN DUES.

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Arrow root	under 10 lbs.	- ½	-	Alkanet root	per bale	- 2	- 1
Ditto	upwards 28 lbs.	- ½	-	Ditto	per bag	- 1	- ½
Ashes, of fern, &c.	per 100 bushels	1 4	- 8	Alva Marina	per bale or bag	- 2	- 2
Ditto, pot, pearl, &c.	per barrel	- 2	- 1	Bacon	per ton	1	- 6
Ditto, Russia	per fatt	- 6	- 3	Beef or pork	per tierce	- 1 ½	- 1 ½
Ditto	{ weighing under 9 cwt. }	-	-	Ditto	per barrel	- 1	- 1
Ditto, turf	per ton	-	-	Brimstone, rough	per hogshead	- 4	- 2
Alabaster	per ton	- 2	- 2	Ditto, rough, loose	per ton	- 6	- 3
Alum	per ton	- 4	- 4	Ditto, refined, in boxes	per ton	1	- 6
Ditto	per hogshead	- 4	- 2	Bricks	per ton	- 1	- 1
Apples	per hogshead	- 3	- 1 ½	Ditto, common	per 1,000	- 1	- 1
Ditto	per barrel or bag	- 1	- ½	Ditto, fire	per 1,000	- 4	- 4
Ditto, loose	per bushel	- ½	- ¼	Butter	per ton	1	- 6
Angol	per hogshead	- 4	- 2	Bulrushes	per bundle	- ½	- ½
Ditto	per tierce	- 3	- 1 ½	Ditto	{ per load of 63 bundles }	- 6	- 6
Ale, in brewers' casks	per butt	- 3	- 3	Barilla	per ton	1	- 6
Ditto ditto	per hogshead	- 2	- 2	Bran	per 100 bushels	- 8	- 4
Ditto ditto	per barrel	- 1	- 1	Ditto	per ton	- 3	- 3
Ditto, bottled as "dry goods"		-	-	Burr stones (28 lbs. each)	per ton	- 6	- 3
Anchovies (16 lb. per barrel)	per 12 barrels	- 1	- 1	Beech boards	per 100	- 4	- 4
Aloes	per gourd	- 1	- 1	Bees' wax	per tierce	- 3	- 3
Arms	per chest	- 2	- 2	Ditto	per barrel	- 2	- 2
Annatto	per hogshead	- 4	- 2	Ditto, loose	per ton	1	- 1
Ditto	per tierce	- 3	- 1 ½	Battens	per 100	- 6	- 3
Ditto	per barrel	- 2	- 1	Balks, fir, 5 inches and under 8 inches diameter	per 100	1	- 6
Antimony, regulus, or ore of	per box of 100lbs.	- 1	- 1	Brooms	per dozen	- ½	- ½
Ditto, loose	per ton	- 6	-	Baskets	per dozen	- ½	- ½
Asphaltum	per ton	- 3	- 3	Barley (composition)	per 100 bushels	1	- 6
Almonds	per barrel	- 2	- 1	Barley, shelled	per ton	- 6	- 6
Ditto	per box or bag	- 1	- 1	Bark, druggists'	per chest	- 4	- 2

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Bark, druggists'	per barrel	- 2	- 2	Caperevans	per 100	- 2	- 1
Ditto, tanners'	per ton	- 6	- 6	Cordage, new	per ton	1 -	- 6
Ditto, quercitron	per hogshead	- 4	- 2	Cream of tar	per hogshead	- 4	- 2
Bones	per 1,000	- 2	- 1	Ditto	per tierce	- 3	- 1½
Ditto	per ton	- 2	- 1	Chairs, Windsor, &c.	per dozen	- 1	- 1
Ditto, calcined	per ton	- 3	- 1½	Clapp boards	per 100	- 7	- 7
Bags, news	per bundle	- 1	- 1½	Carriages of all descriptions	each	- 6	- 6
Ditto, loose (200, 1 bale)	per 100	- 2	- 1	Carts	each	- 3	- 3
Brass, foreign	per ton	1 -	- 6	Cassia fistula	per ton	- 10	- 10
Blocks, loose	per 100	- 6	- 3	Cinders	per ton	- 2	- 2
Blubber oil (old measure)	per ton	- 8	- 8	Chicory, in butt	per ton	-	-
Ditto, new measure, one-fifth more.				Chert stones	per ton	- 1	- 1
Berries, yellow	per bag or bale	- 2	- 1	Cordwood	per ton	- 3	- 3
Balsam of Peru	per jar	- 1	- ½	Ditto	{ per load of 250 yards }	- 7½	- 7½
Bath bricks	per ton	- 1	- 1	Compounds (British spirits)	{ per puncheon or hogshead }	- 2	- 2
Boards, wainscot (see Wainscot)	per 120	-	-	Carrots	per ton	- 4	- 4
Bottles, loose	per 100 doz.	1 -	- 6	Cratewood	{ per load of 400 yards }	- 6	- 3
Ditto, packed as "dry goods"				Cane reeds	per 1,000	- 2	- 1
Brandy	per butt and pipe	1 -	- 6	Coal in casks	per puncheon	- 6	- 3
Ditto	per piece punchn.	- 8	- 4	Ditto	per hogshead	- 4	- 2
Ditto	per hogshead	- 6	- 3	Ditto	per barrel	- 2	- 1
Ditto	per barrel	- 3	- 1½	Cement	per barrel	- 2	- 1
Ditto, bottled, as "dry goods"				Ditto	per half ditto	- 1	- ½
Berries, juniper	per bag	- 1	- ½	Ditto	per sack	- 1	- ½
Brush heads	per dozen	- 1	- ½	Casks in strakes or packs	{ hogsheads, puncheons, tierces }	-	- ½
Ditto	per bundle	- 1	- ½	Ditto	per barrel	- 1½	- ¼
Ditto, handles	per bundle	- ½	- ½	Cheese, in packages	per box or chest	- 1	- 1
Bellows	per pair	- 1	- 1	Ditto	per hamper	- 1	- ½
Bows for oxen	per dozen	- 1	- ½	Cotton yarn	per bale	- 4	- 2
Biscuit bread	per ton	1 -	- 6	Caoutchouc	per barrel	- 2	- 1
Beer, Dantzic black	per 12 kegs	- 2	- 1	Ditto, loose	per ton	1 -	- 6
Boxwood	per ton	- 6	- 3	Codilla of flax or hemp	per ton	- 6	- 6
Barytes	per tierce	- 3	- 1½	Cedar	per ton	- 6	- 3
Boards for soap boxes	per 1,000	- 6	- 3	Clog soles	per 1,000	- 3	- 3
Blocks, wood, for pavement	per 1,000	- 3	-	Cutch (terra japonica)	per ton	- 6	- 3
Blue stone	per ton	- 3	- 3	Cobalt ore	per ton	- 6	- 3
Buckets	per dozen	- 1	- ½	Clover seed (composition)	-	1 -	- 6
Cows and calves	each	- 1	- 1	Dry goods	per butt	- 8	- 4
Cow shanks or bones	per 1,000	- 2	- 1	Ditto	per puncheon	- 6	- 3
Ditto horns	per 100	- 1	- ½	Ditto	per hogshead	- 4	- 2
Ditto hair	per hogshead	- 4	- 2	Ditto	per case	- 4	- 2
Ditto	per bag	- 1	- ½	Ditto	per chest	- 4	- 2
Ditto hoofs	per 1,000	- 1	- ½	Ditto	per bale	- 4	- 2
Calf skins, composition, wet	per cwt.	- 1	- 1	Ditto	per tierce	- 3	- 1½
Ditto ditto dry	per cwt.	- 2	- 2	Ditto	per barrel, box, or truss	- 2	- 1
Ditto, velvets	per hogshead	- 2	- 2	Ditto	per trunk	- 2	- 2
Ditto - ditto	per tierce	- 1½	- 1½	Ditto	per hamper	- 1	- ½
Ditto - ditto	per barrel	- 1	- 1	Deals	per 120	1 -	- 6
Calamine	per ton	- 3	- 3	Deal ends (three to a deal)	per 120	- 4	- 4
Clay, pipe	per ton	- 3	- 3	Dyeing woods of every kind	per ton	- 6	- 3
Ditto Sutton, for copper works	per ton	- 1	- 1	Earthenware	per load	- 4	- 4
China stone	per ton	- 1	- 1	Ditto	per crate	- 2	- 2
Copper ore (see also Ore)	per ton	- 6	- 6	Ditto	per hogshead	- 4	- 2
Ditto, manufactured	per ton	- 6	- 3	Ditto	per puncheon	- 6	- 3
Copperas	per ton	- 6	- 3	Emery	per ton	- 6	- 3
Ditto	per hogshead	- 4	- 2	Elephants' teeth	per ton	1 -	- 6
Cheese, loose	per ton	- 6	- 6	Ebony	per ton	- 6	- 3
Cotton	per bag or bale	- 2	- 1	Eggs, loose	per 1,000	- 2	- 2
Ditto	{ per seron and pocket. }	1½	- 1	Ditto, crate	per 5,000	- 10	- 10
Ditto	per ballot	- 1	- ½	Feathers	per bag	- 3	- 3
Coffee	per butt	- 8	- 4	Ditto	per bed	- 3	- 3
Ditto	per puncheon	- 6	- 3	Ditto, St. Kilda, bag	small	- 1	- 1
Ditto	per hogshead	- 4	- 2	Fish, salted or dry	per ton	1 -	- 6
Ditto	per tierce	- 3	- 1½	Ditto, salmon, &c.	per barrel	- 1	- 1
Ditto	per barrel	- 2	- 1	Ditto ditto	per tierce	- 1½	- 1½
Ditto	per bag	- 1	- ½	Ditto ditto	per hogshead	- 2	- 2
Coals, loose	per chald. W.M.	- 2½	- 2½	Flax	per ton	1 -	- 6
Ditto	per ton	- 2	- 2	Flour	per barrel	- 1	- 1
Ditto, Cannel	per ton	- 2	- 2	Ditto	per sack	- ½	- ½
Charcoal	per ton	- 3	- 3	Ditto	per ton	- 6	- 6
Ditto, dust	per hogshead	- 2	- 2	Firewood	per fathom	- 2	- 2
Ditto - ditto	per barrel	- 1	- 1	Ditto	per ton	- 1	- 1
Cochineal	per cwt.	- 3	- 3	Figs	per 100 packages	1 -	- 1
Corkwood	per ton	1 -	- 6	Furriers' waste	per ton	- 6	- 3
Corks	per bag	- 1	- ½	Fuller's earth	per ton	- 3	- 3
Cardwine, cases for Africa	each	-	- 2	Felt, patent	per package	- 1	- 1
Chalk	per ton	- 2	- 2	Fire bricks	per 100	- 4	- 4
Corn of all sorts (but see Compositions)	per 100 bushels	1 4	- 8	Flag-stones	per ton	- 1	- 1
Currants	per butt	- 8	- 4	Felspar, loose	per ton	- 3	- 3
Ditto	per cartell	- 3	- 1½	Flax seed (composition)	per 100 bushels	1 -	- 6
Ditto	per box	- 1	- ½	Fellies for wheels, wood	per dozen	- ½	-
Ditto	per barrel	- 1	- 1	Filtering stones	each	- ½	- ½
Ditto	per pipe	-	-	Flax seed	per hogshead	- 4	- 2
Candles	per box	- 1	- ½	Ditto	per tierce	- 3	- 1½
Candlewick	per bag	- 1	- ½	Ditto, loose in bags (composition)	per 100 bushels	1 -	- 6
Cyder	per pipe	- 4	- 4				
Ditto	per puncheon	- 3	- 3				
Ditto	per hogshead	- 2	- 2				
Ditto	per tierce	- 1½	- 1½				
Ditto	per barrel	- 1	- 1				

		Inwards.	Outwards			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Glass bottles, loose	per 100 dozen	1 -	6	Kelp	per ton	6 -	3
Ditto packed as "dry goods."				Knees of oak	per 100	6 -	3
Ditto, window, per box, 16 $\frac{1}{2}$ inches square in half a box		- $\frac{1}{2}$	- $\frac{1}{2}$	Kutch (terra japonica)	per ton	6 -	3
Glass	per side	1 -	1	Lead	per ton	6 -	6
Ditto	per crate	2 -	2	Ditto, litharge of	per ton	6 -	6
Ditto, flint, as "dry goods."				Ditto, ore	per ton	6 -	6
Glue	per hogshead	4 -	2	Ditto, white or red	per hogshead	4 -	4
Groceries, as "dry goods."				Ditto ditto	per barrel	2 -	2
Gum senegal	per ton	1 -	6	Lathwood	per fathom	2 -	1
Ditto (coastwise)	per ton	6 -	3	Laths	per 1,000	2 -	1
Gourds of aloes	each	1 -	1	Linen of all sorts	per pack or bale	4 -	2
Ginsang	per cwt.	3 -	1 $\frac{1}{2}$	Ditto	per chest or case	4 -	2
Galls	per sack or bag	2 -	1	Ditto	per box or bundle	2 -	1
Gunpowder	per barrel, (100 lbs.)	1 -	3	Ditto, loose	per 12 pieces	4 -	2
Gun-stocks	per 1,000	1 -	1	Lemons, exceeding 10,000 inches	per chest	2 -	1
Grinding-stones	per load	4 -	4	Ditto, not exceeding, ditto	per box	1 -	1
Ditto	per chaldron	2 -	2	Ditto, from Malaga, ditto	per trail	3 -	1 $\frac{1}{2}$
Grapes, composition	per chest	4 -	4	Ditto, loose	per 1,000	3 -	1 $\frac{1}{2}$
Ditto	per box	2 -	2	Lemon juice	per pipe	1 -	6
Ditto	per jar	- $\frac{1}{2}$	- $\frac{1}{2}$	Ditto	{ per puncheon or } hogshead	6 -	3
Ginger	per bag	1 -	6	Lignum vitæ	per ton	6 -	3
Geneva (foreign)	per pipe	1 -	6	Linseed cake	per ton	3 -	3
Ditto	per piece	8 -	4	Lime	per chaldron	2 -	2
Gypsum	per ton	6 -	3	Ditto	per ton	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Granite stone	per ton	1 -	1	Ditto	per hogshead	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Grain, (see Composition.)				Leather, tanned	per bale	4 -	2
Garden seeds	per sack	1 -	3	Ditto	per bundle	1 -	1 $\frac{1}{2}$
Gold ore	per ton	1 -	3	Lard	per ton	1 -	6
Greaves, loose	per ton	1 -	1	Limestone	per ton	1 -	1
Guano	per ton	1 -	6	Ditto, slacked	per ton	6 -	3
Grass, China	per ton	1 -	6	Linseed oil	per pipe	4 -	4
Gutta percha	per ton	1 -	6	Ditto	per hogshead	2 -	2
Hemp	per ton	1 -	6	Lasts	per 1,000	6 -	3
Ditto seed (as flax seed) composition.				Mahogany	per ton	6 $\frac{1}{2}$	6
Herrings	per barrel	1 -	1	Ditto, bedposts (50)	per ton	6 -	6
Ditto salted, loose	per 1,000	1 -	1	Marble, (12 cubic feet)	per ton	6 -	6
Hides, tanned, (See Leather.)				Masts (above 12 in. diameter)	each	3 -	3
Hides, dry } Composition	per cwt.	2 -	2	Ditto (8 and under 12)	each	2 -	2
Ditto, wet }	per cwt.	1 -	1	Ditto (6 and under 8)	each	1 -	1
Hops	per bag	3 -	3	Molasses	{ per hhd., pun- } cheon, or tierce	2 -	2
Ditto	per packet	2 -	2	Ditto	per pipe	4 -	4
Hazel rods	per 1,000	1 -	1	Ditto	per barrel	1 -	1
Ditto	per load	2 -	2	Millstones	per ton	3 -	3
Hair	per bale	2 -	2	Ditto - manufactured	each	3 -	2
Ditto	per bundle	1 -	1	Mats (bass)	per 1,000	3 -	3
Horns	per 100	1 -	1	Madder	per butt	8 -	4
Ditto, tips	per 1,000	1 -	1	Ditto	per hogshead	4 -	2
Ditto	per ton	3 -	3	Ditto, roots	per bale	2 -	1
Hatters' dregs	per pipe or butt	4 -	4	Ditto	per bag	1 -	1
ditto	per puncheon	2 -	2	Mules	each	2 -	1
Handspikes	per 1,000	6 -	3	Malt spirits, British	per pun. or hhd.	2 -	2
Hoods, wood	per load of 2,000	4 -	2	Manganese	per ton	3 -	3
Ditto	per 1,000	2 -	1	Munjeet (composition, 100 bundles)	per bale	4 -	4
Hay	per ton	6 -	3	Mother-of-pearl shells (composition)	per ton	2 -	2
Horses	each	2 -	2	Melons (as coker nuts)	per 100	6 -	6
Hogs	each	- $\frac{1}{2}$	- $\frac{1}{2}$	Mop handles	per bundle	- $\frac{1}{2}$	- $\frac{1}{2}$
Hogs' lard	per ton	1 -	6	Mangles	each	-	2
Honey	per barrel	2 -	1	Mundic (pyrites)	per ton	3 -	3
Ditto	per keg	1 -	1	Mastic, loose	per ton	3 -	3
Ditto	per jar	- $\frac{1}{2}$	- $\frac{1}{2}$	Muriate of soda	per barrel	-	-
Heading for casks	per 1,000	6 -	3	Meals, preserved	{ 100 tons, 7 lbs. } each box	-	-
Hoofs	per 1,000	1 -	1	Maccaroni	{ 10 lbs. to 28 lbs. } each box	-	-
Ditto	per ton	3 -	1 $\frac{1}{2}$	Nuts	per barrel	2 -	1
Hurdles, wooden	per 100	-	6	Ditto	per bag	1 -	1
Iron bars, rods, &c.	per ton	1 -	6	Ditto (coker)	per 100	6 -	6
Ditto ditto coastwise	per ton	6 -	6	Ditto (cocoa)	per bag	1 -	1
Ditto ditto railway bars	per ton	4 -	4	Ditto (coquilho)	per 1,000	3 -	1 $\frac{1}{2}$
Ditto - pigs, pots, or cast-	per ton	6 -	3	Natron	per ton	1 -	6
Ditto ditto coastwise	per ton	3 -	3	Naphtha	per puncheon	8 -	4
Ditto ore tin	per ton	3 -	3	ditto	per carboy	- $\frac{1}{2}$	- $\frac{1}{2}$
Ditto machinery	per ton	1 -	6	Nails	per bag	- $\frac{1}{2}$	- $\frac{1}{2}$
Ditto ditto coastwise	per ton	6 -	6	Oak timber (40 feet)	per ton	6 -	6
Ditto plates	per ton	6 -	6	Ditto (50 feet)	per load	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Indigo	per chest	4 -	2	Ditto, planks of one inch	per 120	1 -	6
Ditto	per seron	3 -	1 $\frac{1}{2}$	Ditto, boat boards	per 100	6 -	6
Ditto	per barrel or box	2 -	1	Ditto, knees	per 100	6 -	3
Junk	per ton	3 -	3	Oak bark	per ton	6 -	6
Juniper berries	per bag	1 -	1	Oxen	each	1 -	1
Ivory, black	per hogshead	2 -	2	Okum	per ton	3 -	3
Iron, liquor	per butt or pipe	4 -	4	Oars	per 120	6 -	6
Ditto	per puncheon	2 -	2	Oziers for hoops	per load	4 -	4
Ironstone	per ton	1 -	1	Orchilla weed composition	per bale	2 -	2
Ice	per ton	1 -	1	Onions	per basket	1 -	1
				Ditto	per chest	4 -	2 $\frac{1}{2}$
				Ditto	per bag	1 -	1
				Ditto, loose	per bushel	1 -	1

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Oatmeal	per ton	- 6	- 6	Ploughs	each	- 4	- 2
Ditto	per boll, 240 lbs.	- 1	- 1	Plumbago, as lead	per ton	- 6	- 6
Oil of olives	per butt	- 8	- 4	Pinnava (Brazil glass)	per ton	- 1	- 6
Ditto	per pipe	- 8	- 4	Palm leaves	per bale	- 2	- 1
Ditto	per puncheon	- 6	- 3	Pick shafts	per 1,000	- 6	- 3
Ditto	per hogshead	- 4	- 2	Paris white, or "whiting"	per 1,000	-	-
Ditto	per barrel	- 2	- 1	Preserved meats	{ per 100 tins, 7 lbs. each }	-	-
Ditto, sweet	per jar, 24 gallons	- 3	- 3	Quills	per bag	- 3	- 3
Oil of palm	per leaguer	- 1	- 6	Ditto	per bale	- 4	- 4
Ditto	per butt, or pipe	- 8	- 4	Ditto, dressed	per case	- 4	- 2
Ditto	per puncheon	- 6	- 3	Quicksilver	per bottle	- 1	- 1
Ditto	per hogshead	- 4	- 2	Quassia wood	per cwt.	- 1	- 1
Ditto	per tierce	- 3	- 1	(as sassafras and cassia fistula)			
Ditto	per barrel	- 2	- 1	Rum, brandy	{ per puncheon or piece }	- 8	- 4
Oil of fish	{ per ton, old measure; new, one fifth more }	- 8	- 8	Ditto	per butt or pipe	- 1	- 6
Ditto	per butt	- 8	- 4	Ditto	per hogshead	- 6	- 3
Ditto	per puncheon	- 6	- 3	Ditto	per barrel	- 3	- 1
Ditto	per hogshead	- 4	- 2	Ditto, bottled, as "dry goods."			
Ditto	per tierce	- 3	- 1	Raisins	per barrel	- 1	- 1
Ditto	per barrel	- 2	- 1	Ditto, boxes, baskets, drums, &c.	per 100	- 1	- 1
Oil, sweet	p' chest, 60 flasks	- 3	- 1	Rice	per tierce	- 3	- 1
Ditto	per bottle	- 1	- 1	Ditto	per barrel	- 2	- 1
Oil, castor	per dupper	- 1	- 1	Ditto	per bag	- 1	- 1
Oil of seeds	per pipe	- 4	- 4	Ditto, rough or paddy	per sack, 4 bushels	- 1	- 1
Ditto	per puncheon	- 3	- 3	Rags	per ton	- 3	- 3
Ditto	per hogshead	- 2	- 2	Rape seeds (composition)	per 100 bushels	- 1	- 6
Oil of turpentine	per puncheon	- 4	- 4	Rosin	per ton	- 1	- 6
Oilcake	per ton	- 3	- 3	Ditto	per barrel	- 1	- 1
Oil for painters	per jar or can	- 1	- 1	Rock moss	per bag	- 1	- 1
Opium	per drum	- 1	- 1	Ditto	per bale	- 2	- 1
Ox boros	per dozen	- 1	- 1	Roman vitriol	per ton	- 3	- 3
Oranges	per chest	- 2	- 1	Reeds	per 1,000	- 2	- 1
Ditto	per box	- 1	- 1	Rattans	per 1,000	- 2	- 1
Ditto, loose	per 1,000	- 6	- 6	Rape oil	per pipe	- 4	- 4
Ore, copper (see also Copper Ore)	per ton	- 6	- 6	Ditto	per hogshead	- 2	- 2
Ditto, iron	per ton	- 3	- 3	Rotten stone	per ton	- 1	- 1
Ditto, silver	per ton	- 1	- 6	Salt, white	{ per ton, foreign coastwise }	- 6	- 6
Ditto, gold	per ton	- 1	- 1	Ditto	{ (Composition) coastwise }	- 3	- 3
Ditto, zinc	per ton	- 6	- 3	Ditto, rock	foreign	- 4	- 4
Ditto, cobalt	per ton	- 6	- 3	Ditto	coastwise	- 2	- 2
Pine timber	per load	- 6	- 3	Salt pans	per ton	- 1	- 6
Pine boards	per 120	- 6	- 6	Saltpetre	per barrel	- 2	- 1
Paling boards	per 120	- 6	- 3	Ditto	per bag	- 1	- 1
Pasteboards	per bundle	- 1	- 1	Salt ashes	per ton	- 6	- 3
Paper (12 reams)	per pack	- 2	- 2	Sugar	per chest	- 4	- 2
Ditto	per load or ton	- 4	- 4	Ditto	per hogshead	- 4	- 2
Ditto	per bale, small	- 1	- 1	Ditto	per tierce	- 3	- 1
Ditto (2 reams)	per bundle	- 1	- 1	Ditto	per barrel	- 2	- 1
Perry	per hogshead	- 2	- 2	Ditto	per box	- 2	- 1
Porter, in brewers' casks	per butt	- 3	- 3	Ditto	per bag	- 1	- 1
Ditto	per hogshead	- 2	- 2	Ditto, refined	per 3 cwt.	- 2	- 1
Ditto	per tierce	- 1	- 1	Ditto, candy	per box	- 1	- 1
Ditto	per barrel	- 1	- 1	Ditto, manilla	per 3 sack of mats	-	-
Ditto, bottled as "dry goods"				Seeds for garden	per sack	- 1	- 1
Paint	per barrel	- 1	- 1	Staves and heading	per 1,000	- 6	- 3
Ditto	per keg, carboy	- 1	- 1	Spars	per 120	- 6	- 6
Perfumery	per barrel	- 2	- 1	Speltre	per ton	- 6	- 3
Peltry or furs	per bale or hhd.	- 4	- 4	Starch	{ per hogshead or chest }	- 4	- 2
Ditto	per barrel	- 2	- 2	Skeets for ships	per dozen	- 1	- 1
Pigs	each	- 1	- 1	Succades	per jar or bottle	- 1	- 1
Prunes	per 100 boxes, &c.	- 1	- 1	Ditto	per box or barrel	- 2	- 1
Ditto	per barrel	- 1	- 1	Soap	per hogshead	- 4	- 2
Plums	per 100 boxes, &c.	- 1	- 1	Ditto, foreign	per chest	- 4	- 2
Pepper (Malagata)	per puncheon	- 6	- 6	Ditto, British	per chest	- 2	- 1
Ditto - (ditto)	per barrel	- 2	- 2	Ditto, lye ashes	per ton	- 3	- 3
Ditto - (ditto)	per bag	- 1	- 1	Ditto, waste	per ton	- 1	- 1
Pipes	per box	- 1	- 1	Ditto, soft	per firkin	- 1	- 1
Pumice stones	per hogshead	- 2	- 2	Ditto, British	per box	- 1	- 1
Ditto	per ton	- 4	- 4	Snake root	per truss or bale	- 4	- 2
Printers' liquors	per butt or pipe	- 4	- 4	Sand (for glass manufacturers)	per ton	- 6	- 3
Ditto	per hogshead	- 2	- 2	Ditto, common	per ton	- 1	- 1
Pearl shells, mother of, compo- sition	per ton	- 2	- 2	Sassafras	per cwt.	- 1	- 1
Pork	per tierce	- 1	- 1	Sarsaparilla	per bale	- 4	- 2
Ditto	per barrel	- 1	- 1	Ditto	per bundle	- 1	- 1
Pitch (as per composition)	per barrel	- 1	- 1	Shumac, in casks	each	- 3	- 1
Portland stone	per ton	- 1	- 1	Ditto, in bags	per ton	- 6	- 6
Potatoes, loose	per 100 bushels	- 1	- 1	Steel	per bundle	- 1	- 1
Ditto	per hamper	- 1	- 1	Scythes and sickles	12 in a bundle	- 1	- 1
Pimento	per barrel	- 2	- 1	Ditto	{ 25 dozen, bale or pack }	- 5	- 5
Ditto	per bag	- 1	- 1	Skinners' waste	per ton	- 6	- 3
Prop wood (200 yards oak)	per load	- 7	- 7	Seythe stones	per 100 dozen	- 3	- 1
Ditto (ditto - fir)	per load	- 6	- 3	Ditto	per load	- 4	- 4
Paddy, rough rice	per sack	- 1	- 1				
Palm oil. (See Oil of Palm.)							
Pozzulane earth	per ton	- 3	- 3				
Pyrites	per ton	- 3	- 3				

		Inwards.	Outwards.			Inwards.	Outwards.
		s. d.	s. d.			s. d.	s. d.
Seahorse teeth	per cwt.	- 2	- 2	Turpentine, spirits of	per puncheon	- 4	- 4
Shruff, old	per ton	- 3	- 3	Timber, oak, and teak (50 feet)	per load	- 7½	- 7½
Stone bottles of marine acid, or spirits of salts	each	- ½	- ½	Timber, pine, fir, &c. (50 feet)	per load	- 6	- 3
Smiths' bellows	each	- 1	- 1	Turnips	per ton	- 4	- 4
Scale boards	per bundle	- ½	- ½	Tobacco	per hoghead	- 4	- 2
Succus liquoritæ	per chest	- 4	- 2	Ditto	per seron	- 1	- ½
Skins, squirrel (40)	per timber	- ½	- ½	Ditto, B. manufactured in trusses	per 20 trusses	- 4	- 4
Ditto, sheep	per dozen	- ½	- ½	Tur, manufactured	per box	- ½	- ½
Ditto, calf (composition)	per dozen	- 1	- 1	Ditto, block	per ton	- 3	- 3
Ditto, dog	per dozen	- 1	- 1	Treenails	per 1,000	- 2	- 2
Ditto, fox	per dozen	- 1	- 1	Trees	per bundle	- ½	- ½
Ditto, kangaroo, loose	per dozen	- 1	- 1	Tortoise and turtle shell	per cwt.	- 3	- 1½
Ditto, seal	per dozen	- 1	- 1	Tow	per ton	- 6	- 6
Ditto, sheep, dressed in lime	per ton	- 6	- 3	Ditto	per bag	- 1	- 1
Ditto, deer	per butt	- 8	- 4	Tanners' waste	per ton	- 3	- 3
Ditto, deer	per puncheon	- 6	- 3	Ditto	per hoghead	- 2	- 2
Ditto, deer	per hhd. or bale	- 4	- 2	Tiles, common	per 1,000	- 4	- 4
Ditto, deer	per barrel	- 2	- 1	Trees, paving	per 1,000	- 8	- 8
Ditto, deer, loose	per 100	- 3	- 1½	Teakwood (50 feet)	per load	- 7½	- 7½
Ditto, goat	per hoghead	- 4	- 2	Truss hoops	per set	- 1	- ½
Ditto, goat	per bundle	- 1	- 1	Terra umbra	per ton	- 3	- 3
Ditto, goat, loose	per dozen	- ½	- ½	Ditto japonica	per ton	- 6	- 3
Ditto, hare, rabbit, racoon	per hoghead	- 6	- 3	Ditto sienna	per ton	- 6	- 3
Ditto, lamb and kid	per hoghead	- 4	- 2	Tongues, loose	per dozen	- ½	- ¼
Ditto, chinchilla	per hhd. or bale	- 4	- 2	Ufers	per 120	- 6	- 3
Sheep	per score	- 4	- 4	Valonia	per cwt.	- 1	- ½
Ditto, horns	per ton	- 2	- 2	Ditto	per sack or bag of 1 cwt.	- 1	- ½
Ditto, horns	per 1,000	- 1	- 1	Vitriol	per ton	- 3	- 3
Skips of cotton twist, &c.	double, each	- 2	- 2	Ditto	per bottle	- ½	- ½
Ditto	single	- 1	- 1	Vinegar	per pipe	- 4	- 4
Slates	per ton	- 2	- 2	Ditto	per hoghead	- 2	- 2
Stone, Portland	per ton	- 1	- 1	Vermicelli	boxes, under 7 lbs. each, per 100 boxes	-	-
Ditto, rotten	per ton	- 1	- 1	Ditto	per box, under 10 lbs.	-	-
Ditto, lime, granite, &c.	per ton	- 1	- 1	Wine	pipe and barrel	1	- 6
Smart sticks	per 1,000	- 2	- 1	Ditto	per leaguer	1	- 6
Shells, tortoise, turtle, &c.	per cwt.	- 3	- 1½	Ditto	per hoghead	- 6	- 3
Ditto, conch	per ton	- 2	-	Ditto	per drum	- 3	- 1½
Ditto, mother-of-pearl composition	per ton	- 2	- 2	Ditto	per case	- 4	- 2
Shellac gum	per ton	- 1	- 6	Ditto, bottled as "dry goods"			
Slime, yellow	per ton	- 3	- 3	Wool, raw	per pack	- 4	- 4
Sacks, new	per bundle	- 1	- ½	Ditto	per ballot	- 2	- 2
Silk, raw	per bale	- 4	- 2	Whalebone, or fins	per ton	- 1	- 6
Ditto	per ballot	- 2	-	Whiting	per hoghead	- 4	- 2
Spirits, turpentine	per puncheon	- 4	- 4	Ditto	per ton	- 4	- 4
Sawdust	per bag	- ½	- ½	Ditto	per bag	- 1	- ½
Ditto, loose	per ton	- 3	- 3	Wood, acid	per puncheon	- 4	- 4
Safflower	per bale	- 4	- 2	Ditto	per barrel	- 2	- 2
Sapan wood dye	per ton	- 6	- 3	Ditto	per 100 gallons	- 2	-
Squills, loose	per ton	- 6	- 3	Wainscot boards	per 120	- 6	- 3
Sugar-house refuse or waste	per ton	- 1	- 1	Ditto, oak logs	per load	- 7½	- 7½
Ships' wedges	per 1,000	- 2	- 2	Wood propwood	per 250 yards	- 7½	- 7½
Spokes for wheels	per 1,000	- 6	- 3	Wheelbarrows	each	- 2	- 2
Shelling (inside of oats)	per ton	- 6	- 6	Waggons	each	- 6	- 6
Sludes (outside)	per ton	- 3	- 3	Wedges for ships	per 1,000	- 2	- 2
Spades	per bundle of six	- ½	- ½	Wire (coastwise)	per ton	- 6	- 6
Soot	per hoghead	- 2	- 2	Weld	per ton	- 6	- 3
Silver ore	per ton	- 1	- 6	Yarn, linen	per truss, 6 cwt.	- 6	- 3
Sulphate of soda	per ton	- 6	- 3	Ditto	per bundle, 30 to 40 lbs.	- ½	- ½
Straw	per ton	- 3	- 1½	Yarn, bag, woollen	per pack	- 4	- 2
Sleepers, wooden, for railways, as battens	per 100	- 6	- 3	Ditto, foreign	per vatt	- 8	- 4
Soap, stone	per ton	- 3	- 3	Ditto, cotton	per pack	- 4	- 2
Saddle trees	per dozen	- 1	- ½	Ditto	per double skipp	- 2	- 2
Tea, 168 lbs., and upwards	per chest	- 4	- 2	Ditto	per single skipp	- 1	- 1
Tea, 90 lbs., to 167 lbs.	per half chest	- 2	- 1	Yeast	per cask	- 3	- 3
Tea, 50 lbs., to 89 lbs.	per quarter chest	- 1	- ½	Yellow slime	per ton	- 3	- 3
Tea, 26 lbs., to 49 lbs.	per 1-8th chest	- ½	- ¼	Ditto berries	per bag or bale	- 2	- 1
Tea, 14 lbs., to 25 lbs.	per 1-16th chest	- ¼	- ⅛	Zinc	per ton	- 6	- 3
Tea, under 14 lbs.		- ⅛	- ⅛				
Tallow composition	per cwt.	- 1	- 1				
Tar ditto	per barrel	- 1	- 1				
Turpentine ditto	per cwt.	- ½	- ½				

No. 3.

RETURN of Changes made in the TARIFF from time to time, either by way of Imposition of new Items, or Abolition of old Items, or by way of Augmentation, or Reduction of or Composition for Dues previously levied, with the Date of each Change, and the Authority by which it was made.

THE Corporation of Liverpool possesses no information as to the time at which the dues collected on the various new articles which have from time to time been introduced into the port were first levied, except that which is contained in the successive Tariffs given in Returns Nos. 1 and 2.

Compositions were made as stated by the Town Clerk of Liverpool, in his Evidence before the Committee on Local Charges on Shipping, appointed during the last Session of Parliament, pages 315, 316, and the Resolutions of the Council affecting these compositions are set out in pages 513, 514, 515, Appendix to the Report from the said Select Committee.

The authority under which such amounts of dues were and are collected on all articles imported into or exported from the Port, is title derived from the Crown, confirmed by the decisions of the courts of law as early as the year 1555, and as recently as the year 1833.

No. 4.

RETURN of Copies of any TABLES or LISTS in the Possession of the Corporation which have been at any time used by the Corporation as containing the Tariff of TOWN DUES, with their respective Dates.

ALL the Tables or Lists in the possession of the Corporation of Liverpool which have been at any time used by the Corporation as containing the Tariff of Town Dues, with their respective dates, so far as they can be ascertained, are given in Returns Nos. 1 and 2.

No. 5.

RETURN of Amount of TOWN DUES for each Year, from the Time they were first received by the Corporation, or from the earliest Date at which the Return can be furnished, to the present Time.

—	1571-2.	1572-3.	1573-4.	1574-5.	1575-6.	1576-7.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
Ingate - - }	B 5 7 5	{ 4 15 - ½ }	5 5 3	2 3 3	Not stated -	Not stated.
Outgate - - }		{ 4 16 2 }				
—	1577-8.	1579-80.	1580-1.	1581-2.	1582-3.	1583-4.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Ingate - - }	Not stated -	18 2 - 7 ½	25 19 11	17 9 3	B 3 11 -	B - 16 8
Outgate - - }						
—	1584-5.	1585-6.	1586-7.	1587-8.	1588-9.	1590-1.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Ingate - - }	B - - 3 ½	32 8 10	26 13 6 ½	21 14 -	{ 19 13 11	19 19 3
Outgate - - }					{ - - -	7 6 1
—	1591-2.	1592-3.	1593-4.	1594-5.	1595-6.	1596-7.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Ingate - - }	21 15 -	{ 12 12 2	13 5 -	15 1 2 ½	11 11 10	6 3 - ½
Outgate - - }		{ 3 9 9	5 4 9	6 11 8	4 17 4	2 19 9

Note.—Where the letter B is placed the balance only appears.

—	1597-8.	1598-9.	1599-1600.	1600-1.	1601-2.	1602-3.
Ingate - -	£. s. d. 4 11 8	£. s. d. 14 15 5	£. s. d. 2 5 5	£. s. d. 1 12 6	£. s. d. 5 1 11 $\frac{1}{2}$	£. s. d. 6 19 9
Outgate - -	2 10 1		4 16 2	5 10 9	4 2 - $\frac{1}{2}$	8 4 10
—	1603-4.	1604-5.	1605-6.	1606-7.	1607-8.	1608-9.
Ingate - -	Not stated -	Not stated -	Not stated -	Not stated -	£. s. d. 7 14 5	£. s. d. 9 19 5
Outgate - -					3 12 7	4 1 -
—	1609-10.	1610-11.	1611-12.	1612-13.	1613-14.	1614-15.
Ingate - -	£. s. d. 9 3 4	£. s. d. 11 11 2 $\frac{1}{2}$	Not stated -	Not stated -	Not stated -	Not stated.
Outgate - -	3 2 3 $\frac{1}{2}$	3 16 -				
—	1615-16.	1616-17.	1617-18.	1618-19.	1619-20.	1620-1.
Ingate - -	£. s. d. 14 11 5	£. s. d. 20 15 -	Not stated -	Not stated -	£. s. d. 25 14 3 $\frac{1}{2}$	£. s. d. 27 9 -
Outgate - -	6 4 9	3 7 11 $\frac{1}{2}$			3 5 9 $\frac{1}{2}$	3 11 5 $\frac{1}{2}$
—	1621-2.	1622-3.	1623-4.	1624-5.	1625-6.	1626-7.
Ingate - -	Not stated -	£. s. d. 42 10 11 $\frac{1}{2}$	£. s. d. 18 14 7 $\frac{1}{2}$	£. s. d. 25 2 10 $\frac{1}{2}$	Not stated -	Not stated.
Outgate - -		5 4 2	4 18 11	9 16 4		
—	1627-8.	1628-9.	1629-30.	1630 to 1645.	1645-6.	1646-7.
Ingate - -	£. s. d. 55 2 2 $\frac{3}{4}$	£. s. d. 30 16 -	£. s. d. 20 3 - $\frac{1}{2}$	Not stated -	£. s. d. 24 2 1	£. s. d. 13 3 4
Outgate - -	13 7 2	6 5 11 $\frac{1}{2}$	5 6 2		1 11 5	3 11 9
—	1647 to 1649.	1649-50.	1650-1.	1651-2.	1652-3.	1653-4.
Ingate - -	Not stated -	£. s. d. 7 6 9	Not stated -	£. s. d. 7 11 3	£. s. d. 6 19 2	Not stated.
Outgate - -		5 - 7				
—	1654-5.	1655-6.	1656-7.	1657-8.	1658 to 1662.*	1662-3.
Ingate - -	£. s. d. 7 18 2	Not stated -	Not stated -	£. s. d. 8 6 1	Not stated -	£. s. d. 20 5 11
Outgate - -				2 19 10		
—	1663-4.	1664-5.	1665-6.	1666-7.	1667-8.	1668-9.
Town's Customs -	£. s. d. 50 14 5	Not stated -	£. s. d. 42 1 10	£. s. d. 31 15 5	£. s. d. 36 15 3 $\frac{1}{2}$	Not stated.

* The amount received for town's customs, ingate and outgate, is not stated separately after this date.

—	1669-70.	1670-1.	1671-2.	1672-3.	1673-4.	1674-5.
Town's Customs -	£. s. d. 66 5 8	£. s. d. 53 16 3	£. s. d. 57 1 7	£. s. d. 60 17 6	Not stated -	Not stated.
—	1675-6.	1676-7.	1677-8.	1678-9.	1679-80.	1680-1.
Town's Customs -	Not stated -	£. s. d. 105 15 10	£. s. d. 100 19 3	£. s. d. 129 18 -	£. s. d. 103 4 5	£. s. d. 120 13 4
—	1681-2.	1682-3.	1683-4.	1684-5.	1685-6.	1686-7.
Town's Customs -	£. s. d. 97 9 7	£. s. d. 119 14 6	£. s. d. 145 2 10	£. s. d. 165 11 5	£. s. d. 191 17 10	£. s. d. 177 14 8
—	1687-8.	1688-9.	1689-90.	1690-1.	1691-2.	1692-3.
Town's Customs -	£. s. d. 162 3 10	£. s. d. 133 7 3	£. s. d. 80 - - on account.	£. s. d. 213 8 8	£. s. d. 201 - 2½	£. s. d. 166 15 2½
—	1693-4.	1694-5.	1695-6.	1696-7.	1699-1700.	1700-1.
Town's Customs -	£. s. d. 198 4 9½	£. s. d. 143 - 7½	£. s. d. 233 3 10	£. s. d. 190 4 6½	£. s. d. 240 1 9	£. s. d. 240 - 3
—	1701-2.	1702-3.	1703-4.	1704-5.	1705-6.	1706-7.
Town's Customs -	£. s. d. 254 12 7	£. s. d. 225 3 -½	Not stated -	Not stated -	Not stated -	Not stated.
—	1707-8.	1708-9.	1709-10.	1710-11.	1711-12.	1712-13.
Town's Customs -	£. s. d. 387 19 11	Not stated -	Not stated -	Not stated -	Not stated -	Not stated.
—	1713-14.	1714-15.	1715-16.	1716-17.	1717-18.	1718-19.
Town's Customs -	Not stated -	Not stated -	Not stated -	Not stated -	Not stated -	Not stated.
—	1719-20.	1720-1.	1721-2.	1722-3.	1723-4.	1724-5.
Town's Customs -	Not stated -	£. s. d. 425 2 10½	£. s. d. 500 15 6½	£. s. d. 526 16 4	£. s. d. 483 18 3½	£. s. d. 591 17 10½
—	1725-6.	1726-7.	1727-8.	1728-9.	1729-30.	1730-1.
Town's Customs -	£. s. d. 524 7 9	£. s. d. 588 12 1½	£. s. d. 560 14 8½	£. s. d. 768 9 9½	£. s. d. 588 8 -	£. s. d. 648 16 3½
—	1731-2.	1732-3.	1733-4.	1734-5.	1735-6.	1736-7.
Town's Customs -	£. s. d. 598 6 9½	£. s. d. 705 0 7	Not stated - Not stated - (Probably returned together in in 1735-6.)		£. s. d. 2,097 16 4¾	£. s. d. 810 5 11½

—	1737-8.	1738-9.	1739-40.	1740-1.	1741-2.	1742-3.
Town's Customs -	£. s. d. 830 14 4½	£. s. d. 848 12 -	£. s. d. 930 - 10	£. s. d. 1,163 9 2	£. s. d. 1,149 9 4	£. s. d. 866 19 6½
—	1743-4.	1744-5.	1745-6.	1746-7.	1747-8.	1748-9.
Town's Customs -	£. s. d. 822 6 3	£. s. d. 1,030 12 11	£. s. d. 1,314 - -¾	£. s. d. 1,413 16 10½	£. s. d. 1,482 3 7½	£. s. d. 1,208 9 1½
—	1749-50.	1750-1.	1751-2.	1752-3.	1753-4.	1754-5.
Town's Customs -	£. s. d. 1,534 2 6¾	£. s. d. 1,338 1 5½	£. s. d. 1,466 18 7	£. s. d. 1,417 8 2¾	£. s. d. 1,505 18 7	£. s. d. 1,584 5 3½
—	1755-6.	1756-7.	1757-8.	1758-9.	1759-60.	1760-1.
Town's Customs -	£. s. d. 1,532 18 3	£. s. d. 2,020 2 1½	£. s. d. 1,925 19 7	£. s. d. 1,953 7 9½	£. s. d. 1,022 11 4½	£. s. d. 2,162 7 10½
—	1761-2.	1762-3.	1763-4.	1764-5.	1765-6.	1766-7.
Town's Customs -	£. s. d. 2,165 16 5½	£. s. d. 2,531 7 7½	£. s. d. 2,279 6 -½	£. s. d. 2,505 2 8½	£. s. d. 1,878 11 7½	£. s. d. 2,270 3 5½
—	1767-8.	1768-9.	1769-70.	1770-1.	1771-2.	1772-3.
Town's Customs -	£. s. d. 2,428 13 2½	£. s. d. 2,492 1 2	£. s. d. 2,611 10 9½	£. s. d. 2,899 11 8½	£. s. d. 3,271 7 2½	£. s. d. 4,536 3 -
—	1773-4.	1774-5.	1775-6.	1776-7.	1777-8.	1778-9.
Town's Customs -	£. s. d. 3,298 1 8¾	£. s. d. 4,191 17 1	£. s. d. 3,530 6 2	£. s. d. 3,501 10 11½	£. s. d. 3,533 14 3½	£. s. d. 3,651 12 4½
—	1779-80.	1780-1.	1781-2.	1782-3.	1783-4.	1784-5.
Town's Customs -	£. s. d. 3,978 14 3½	£. s. d. 4,479 15 8½	£. s. d. 4,693 5 -½	£. s. d. 6,130 13 6	£. s. d. 6,544 16 8	£. s. d. 7,521 16 7
—	1785-6.	1786-7.	1787-8.	1788-9.	1789-90.	1790-1.
Town's Customs -	£. s. d. 7,470 - 10¾	£. s. d. 8,600 11 6½	£. s. d. 9,005 8 11	£. s. d. 8,557 15 7	£. s. d. 10,024 4 11	£. s. d. 10,440 11 2
—	1791-2.	1792-3.	1793-4.	1794-5.	1795-6.	1796-7.
Town's Custom - -	£. s. d. 10,361 14 10½	£. s. d. 8,548 7 2	£. s. d. 9,881 9 10	£. s. d. 10,612 2 4	£. s. d. 12,936 1 2	£. s. d. 12,101 12 -
—	1797-8.	1798-9.	1799-1800.	1800-1.	1801-2.	1802-3.
Town's Customs -	£. s. d. 13,732 15 4	£. s. d. 15,555 9 4	£. s. d. 17,515 18 4	£. s. d. 19,728 3 5½	£. s. d. 18,408 2 9	£. s. d. 18,292 12 9

—	1803-4.	1804-5.	1805-6.	1806-7.	1807-8.	1808-9.
Town's Customs -	£. s. d. 17,845 15 2	£. s. d. 21,238 - 4½	£. s. d. 20,969 11 3	£. s. d. 22,969 19 3	£. s. d. 17,384 15 6	£. s. d. 26,884 - 8½
—	1809-10.	1810-11.	1811-12.	1812-13.	1813-14.	1814-15.
Town's Customs -	£. s. d. 30,044 15 10½	£. s. d. 21,418 5 3½	£. s. d. 20,760 15 2½	£. s. d. 22,403 - 5	£. s. d. 27,007 11 2	£. s. d. 32,391 12 1
—	1815-16.	1816-17.	1817-18.	1818-19.	1819-20.	1820-1.
Town's Customs -	£. s. d. 27,226 11 11½	£. s. d. 27,933 7 3	£. s. d. 35,720 2 10	£. s. d. 32,931 - ½	£. s. d. 31,526 18 11	£. s. d. 33,090 5 6½
—	1821-2.	1822-3.	1823-4.	1824-5.	1825-6.	1826-7.
Town's Customs -	£. s. d. 36,536 8 7	£. s. d. 39,915 12 7	£. s. d. 44,040 2 5½	£. s. d. 46,759 2 4	£. s. d. 40,114 17 5	£. s. d. 44,069 19 2
Anchorage -	- - -	477 10 11	532 1 3	563 10 9	480 4 6	511 12 6
—	1827-8.	1828-9.	1829-30.	1830-1.	1831-2.	1832-3.
Town Dues -	£. s. d. 47,038 14 9	£. s. d. 49,065 15 6	£. s. d. 50,675 18 - ½	£. s. d. 48,696 7 5	£. s. d. 37,239 11 5½	£. s. d. 43,278 10 -
Anchorage -	556 6 9	572 16 9	598 17 9	636 10 9	603 18 9	627 19 7
—	1833-4.	1834-5.	1835-6.	1836-7.	1837-8.	1838-9.
Town Dues -	£. s. d. 52,052 9 1½	£. s. d. 66,057 4 1½	£. s. d. 42,278 6 1½	£. s. d. 58,570 - -	£. s. d. 62,731 16 3	£. s. d. 65,677 10 7
Anchorage -	625 2 9	759 1 9	482 6 -	683 1 9	704 12 3	749 10 9
—	1839-40.	1840-1.	1841-2.	1842-3.	1843-4.	1844-5.
Town Duties -	£. s. d. 68,733 8 4	£. s. d. 67,787 12 3	£. s. d. 66,241 18 -	£. s. d. 67,054 9 8	£. s. d. 75,492 1 10	£. s. d. 81,900 10 9
Anchorage -	771 5 -	773 12 -	758 15 3	790 11 6	864 16 -	977 2 -
—	1845-6.	1846-7.	1847-8.	1848-9.	1849-50.	1850-1.
Town Duties -	£. s. d. 84,624 5 7	£. s. d. 96,246 11 5	£. s. d. 89,523 1 4	£. s. d. 102,768 10 -	£. s. d. 94,838 12 8	£. s. d. 106,607 15 9
Anchorage -	923 6 5	973 16 1	893 15 5	956 1 7	937 19 5	970 - 6
—	1851-2.	1852-3.	1853-4.	1854-5.	1855-6.	
Town Duties -	£. s. d. 104,327 11 2	£. s. d. 117,124 13 2	£. s. d. 127,790 3 2	£. s. d. 112,878 19 8	£. s. d. 134,821 14 7	
Anchorage -	922 19 8	937 10 2	992 13 11	893 - 8	941 15 5	

N.B.—The figures given for some years previous to 1822, include the sums received for anchorage, which is a charge payable in respect of the ships, and not like the Town Dues in respect of Goods imported and exported.

No. 6.

ACCOUNTS of the various Amounts spent by the Corporation from time to time on Shipping Purposes since they first received Town Dues, giving for each Item so spent, the Date, a Full and Explicit Description of the Shipping Purpose to which it has been applied; the Authority under which it has been Expended; in cases where such Expenditure has produced any Return, the Amount of such Return, whether in the shape of Annual or Temporary Receipts, or of Purchase-money, or both, or otherwise.

The Corporation of Liverpool first received the ancient petty customs of the Crown, now commonly known as town dues, as part of the Farm of Liverpool, from the year 1229 to the year 1233, under a lease from King Henry the Third; but nothing is known as to the expenditure of the Corporation during that period. The Corporation also received these Customs from the year 1354 to the year 1364, under a lease from Henry Duke of Lancaster, exercising the rights of the Sovereign within the Duchy; and subsequently, from the year 1394 to the year 1410, under another lease from John of Gaunt, Duke of Lancaster; but nothing is known of the Corporation expenditure during those periods. In the year 1421 the Corporation received the petty Customs of the Crown, under a lease from King Henry the Fifth, and from the year 1444 to the year 1449 they received all the profits of the town and lordship, with the exception of the prisage of wines within the port of the town of Liverpool, which the King reserved to himself, under a lease from King Henry the Sixth, but nothing is known of the Corporation expenditure during those periods.

From the year 1531 the Corporation received these dues as sub-tenants of Henry Akers, the tenant of King Henry the Seventh, and from the year 1539 to the year 1554 the Corporation received a moiety or half-part of the profits of the town and lordship, including these dues, as sub-tenants of Sir William Molyneux, the tenant of Henry the Eighth, Edward the Sixth, and Queen Mary. It is during the latter of these periods, that is, in the year 1551, the fourth and fifth of Edward the Sixth, that the records of the Corporation commence, and that we first obtain any information as to the expenditure of the Corporation. From the year 1557 to the present time the profits of the town and lordship, including the town dues, have been held by the Corporation, with at times an exception of the ferry across the Mersey, and other matters, either as sub-tenants of the Molyneux family, who were tenants of the Crown, and of the Duchy of Lancaster, from the year 1514 to the year 1628, or as tenants of the Molyneux family, who purchased the rights of the Crown in the year 1628, and held them to the year 1777, or as owners of the freehold which they purchased from the Molyneux family in the year 1777. The following are the principal items of expenditure for shipping purposes, which it is assumed include, amongst others, all the purposes mentioned in the 23d section of "The Burgh Harbours (Scotland) Act," 16 & 17 Vict., c. 93, and passed in the year 1853. Under that Act the town councils of boroughs who have adopted the Act are authorised to levy rates on vessels using those harbours, and on goods shipped or unshipped therein, and to apply the same for the following purposes:

First. In the purchase of such lands contiguous to the harbour as may be required for the extension and improvement thereof.

Second. In extending, enlarging, or improving the harbour.

Third. In repairing, deepening, and cleansing the same.

Fourth. In making and maintaining additional piers, quays, and docks, and other works and buildings connected therewith, which may be necessary for the reception and accommodation of ships and vessels resorting to the harbour, and for the protection and storage of goods.

Fifth. In making, widening, and maintaining all necessary roads and accesses to the harbour and works.

In addition to these purposes the Corporation have from time to time expended sums of money for various purposes connected with the shipping, navigation, and commerce of the port. All such expenditure has been made from the general funds from time to time, under the control of the Corporation, and not from the dues in question alone, and was not made in consequence of any liability by reason of the receipt of the dues.

In the account of the earlier works executed by and with the aid and assistance of the Corporation, it is frequently impossible to state the amount of money expended on those works, as the records of that early age do not contain the particulars of such expenditure. In such cases a full and explicit description is given of the purpose, without any particulars as to the amount of expenditure.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1551	This year the Corporation appointed a water bailiff to keep order, and to prevent encroachments and obstructions in the port of Liverpool, and they have continued to do so from that time to the present day. This officer was originally paid out of the anchorage levied on ships; but for a very considerable period he has been paid by a fixed salary from the Corporation. The present water bailiff receives a salary of 200 l. a year, and his assistant or deputy 20 l.	Not known -	Order of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1551	The Corporation maintained a public warehouse, in which all goods received in the town were stored, and appointed a public officer, called the warehouse or hall keeper, whose duty it was to receive and take charge of all goods brought into the port. A payment called hallage was paid to the Corporation, but the amount is not known.	Not known -	Order of Council	Not known.
1561	The Corporation, with the assistance of the inhabitants of the town, formed a new haven, in the place of the ancient haven, which had been destroyed in a great storm; this was done by the labour of the Corporation and inhabitants, every house supplying a labourer gratis.	Not known -	Order of Council	No return.
1611	The Corporation caused the quay to be amended for the convenience of boats and the landing of corn on the market days.	Not known -	Order of Council	No return.
1635	The Corporation constructed a second approach to the harbour, by building a bridge across the Pool, on the south side of the town, by which a new and easy access was formed to the shore.	Not known -	Order of Council	No return.
1636	The Corporation constructed a quay at the Pool, under the direction of the mayor and aldermen, and of certain merchants.	Not known -	Order of Council	No return.
1636	The Corporation ordered the water bailiff to cause all the stones to be taken away that lie between the new quay and the Pool, between this day and the 10th of March next.	Not known -	Order of Council	No return.
1663	The Corporation began to construct new and stronger pavements in the streets leading to the harbour, on account of the old pavements "being much decayed and abused by carts laden with coals and earthenware which passed through the streets, to be transported abroad." The original pavements of the town were formed with funds raised under pavage grants of Edward III., in the years 1328 and 1336; Henry Duke of Lancaster in the years 1357, and Richard II., in the year 1382, by which the Corporation and inhabitants were authorised, for a term of years, to take dues on articles "for sale coming as well to the said town as to the port of the same," to be laid out "about the pavage of the town." In consequence of the destruction of the pavements the Corporation commenced about this time to reconstruct and repave the streets of the town, and this they continued to do during the next 30 or 40 years, employing sometimes more and sometimes less of their income, including the town's customs and dues, for this purpose.	Not known -	Order of Council	No return.
1671	The Corporation ordered that the quay be repaired, and that the great stones lying at the lower end of the gut be carried into the said quay, in order to the repair thereof, at the charge and cost of the said town.	Not known -	Order of Council	No return.
1673	The Corporation about this time erected a public Exchange, for the use of the merchants of the port.	Cost not known	Order of Council	No return.
1680	The Corporation ordered that a land-mark should be set up at the Black Rock, at the town's charge. The Black Rock is a dangerous rock at the entrance of the river on the Cheshire side. From the violence of the sea on the Black Rock this land-mark was frequently destroyed, but it was as often restored at the expense of the Corporation. In the year 1829 the wooden perch at the rock was replaced by a lighthouse of stone, built by the Corporation at an expense of 30,351 <i>l.</i> , and which is repaired at their expense.	Cost of setting up and maintaining the perch not known; cost of constructing lighthouse, 30,351 <i>l.</i>	Order of Council	£. 1 per annum since the construction of the lighthouse, as an acknowledgment.
1683	The Corporation ordered that all the rocks to the southward of the place where the limestone perch then stood should be dug up, and taken away, for the better securing of shipping, at the charge of the Corporation.	Not known -	Order of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1686	The Corporation ordered the rocks to the northward of the limestone perch to be examined, with a view to their removal, and appointed a committee of their own members to make a survey of those rocks, to ascertain what charge is fit to be expended, to dig up the rocks for the advantage of the harbour.	Not known -	Order of Council	No return.
1696	The Corporation ordered that all rocks which are prejudicial to shipping be dug up and removed, at the charge of the Corporation, as the mayor shall direct, according to former order.	Not known -	Order of Council	No return.
1701	The Corporation, at the request of the merchants and ship-owners of the port, formed a general plan for the mooring of all vessels in the harbour, which was carried out under the superintendence of the water-bailiff.	Not known -	Vote of Council	No return.
1705	The Corporation ordered that the great stones lying on or about the Shilley Patch, which are prejudicial to the mooring of ships, be removed at the charge of the Corporation.	Not known -	Vote of Council	No return.
1707	The Corporation in leasing a quantity of their land beyond the Pool, stipulated that a road should be made, 30 yards wide.	Not known -	Order of Council	No return.
1708	The Corporation desired and empowered Sir Thomas Johnson and Richard Norris, Esq., the Members for the borough, who were then going to Parliament, to treat with and agree for a person to come to the town to view the ground and plan of the intended dock.	Not known -	Order of Council	No return.
1709	The Corporation resolved, that the person engaged by Sir Thomas Johnson, having viewed the ground whereon it was intended to make a convenient dock for the safety of ships, and it being highly necessary for the safety of all ships belonging to this port, as well as trading from the same, that a convenient dock should be formed, ordered "That the ground now set out be, and is hereby, granted and set apart for a convenient dock for ever."	5½ acres of land given for the purpose of making a dock thereon; value not known.	Vote of Council, and statute, 8th Queen Anne (Dock Act).	No return.

As the resolution of the House calls for a full and explicit description of the "shipping purpose" to which the sums expended by the Corporation have been applied, it is proper to quote the following passages from the preamble of the first Dock Act, passed in the year 1709, the 8th of Queen Anne, which show what was the state of the port before the Corporation obtained that Act. The preamble commences by stating that the town and borough of Liverpool, in the county of Lancaster, is an ancient borough, sea-port, and corporation, and doth enjoy divers ancient franchises, rights, and privileges, and for the better government thereof has several good and laudable customs, not repugnant to the laws of the realm; and hath by long experience been found to be of great importance for advancing Her Majesty's services and revenue, and trade in general, and for breeding and employing great numbers of skilful mariners and seamen. That the said port is, and may be of great use and benefit to merchants and others trading to the northern parts of the kingdom, who by stress of weather, and to avoid the common enemy in time of war, may be driven on the coast; but that the entries into the harbour or port having been found so dangerous and difficult that great numbers of strangers and others have frequently lost their lives, as well as ships and goods, for want of proper land-marks, buoys, and other directions into the said harbour, and when such ships have entered the said port have been exposed to great dangers for want of a convenient wet-dock or basin; and that it is conceived to be highly necessary for the preservation, not only of merchant ships, but also of Her Majesty's ships of war, that a convenient wet-dock or basin should be made, and that at the entrance into the said port and harbour buoys should be placed, and necessary land-marks erected for guiding and directing Her Majesty's commanders of ships of war, and all other mariners and traders trading to and from the said town and port, all which would be a means greatly to encourage trade, advance Her Majesty's revenues, and the public good, not only of the said town and port, and the counties adjacent, in particular, but of the nation in general. It then further states, that the mayor, aldermen, bailiffs, and common council of the said borough, in council assembled, for making the said dock or basin, have granted a piece of ground, containing four acres or thereabouts, parcel of the waste belonging to the said borough and Corporation, lying in or near a certain place called the Poole, on the south side of the said town of Liverpool, the same to remain to and for such use and uses for ever; but forasmuch as making the said dock or basin, and the sluices and canals thereto, intended to belong, and maintaining the same when made, will cost more than the inhabitants and Corporation of the said borough can raise, and that the same cannot be effected without the aid and assistance of all trading persons to and from the same:

For

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1709—continued.	For these purposes the Act appointed the mayor, aldermen, bailiffs, and common council trustees of the proposed dock, and empowered them to levy certain tonnage rates on all ships entering the port, and to borrow the sum of 6,000 £., to be laid out and expended to and for the uses and purposes of the said Act, and to and for no other uses whatsoever. It is proper to state that neither the first Liverpool Dock Act nor any succeeding Act, gave any beneficial interest in the Liverpool Docks to the Corporation, or to any other body or persons, and that no greater revenue than is requisite to defray the expenses of construction and cost of management is or ever has been levied. It is the more necessary to state this, as the Commissioners for inquiry into the dues on ships, and on goods carried in ships, erroneously state in their Report (p. 10) “that the grant by Parliament of the power to levy tolls or dues at Liverpool was originally made to a trading company, though the docks at Liverpool have been purchased by, and now belong to, Commissioners for public purposes.			
	In addition to the land given by the Corporation, and in the Act described as four acres or thereabouts, but which really amounted to 5½ acres, the Corporation gave the sum of 500 £. towards the making of the proposed dock.	500 £.	Order of Council	No return.
1710	The Corporation commenced the buoying and lighting of the difficult entrance into the port of Liverpool, under the following resolution : “Whereas this Corporation hath, by their Order of Council of the 8th December last, ordered that any sums not exceeding 500 £. be given towards the intended dock ; and that the buoying out of Formby Channel is highly necessary ; but the same interfering with the power of Trinity House, it was not contained in the Act of Parliament for making a dock, so that the charge thereof is not provided for by the said Act : It is ordered that so much as shall be found necessary for the buoying out the channel shall be had out of that sum so ordered, and that the same be laid out as the managers of the dock shall from time to time direct and order.”			
1714	The Corporation ordered the land around the new dock to be leased out for three lives and 21 years on a reasonable fine ; and decided that all money raised by such fines should be applied to the finishing of the dock.	Not known -	Order of Council	No return.
1716	The Corporation ordered a land-mark or perch to be set up at Hoyle, at the charge of the Corporation.	Not known -	Order of Council	No return.
1717	The mayor, aldermen, bailiffs, and common council, as trustees of the new dock, had, at this time advanced the sum of 5,000 £., beyond the sum of 6,000 £., which they were authorised to raise by the first dock, and were compelled to apply to Parliament for power to raise additional funds to reimburse themselves, and to complete the works. In the preamble of the Act so applied for (3 Geo. 1) it is recited that : “Whereas the said mayor, aldermen, bailiffs, and common council, who are by the said Act nominated and appointed trustees for the purposes aforesaid, have begun to make such wet dock or basin, and carried on the same, so far as to be capable of taking in, receiving, and harbouring ships ; and notwithstanding the same, and the works thereto belonging appointed to be done, are not near perfected or finished, nor any landmarks, buoys, or other directions for ships coming into the said harbour placed, as mentioned in the said Act of Parliament, yet there has already been expended in or about the said dock, above the sum of 11,000 £. : And whereas so useful and necessary works should not remain undone or unfinished, and the same cannot be done and perfected without the expense of a further considerable sum to be raised for that purpose : And whereas the money already raised and borrowed by the said trustees, above the said sum of 6,000 £. appointed to be raised by the said Act, and what shall be further necessary for doing, perfecting, and finishing the said works, cannot be raised under a long tract of time, in the manner appointed by the said Act : And whereas the said trustees, being only part of the said corporate body, and not the corporation itself [the burgesses of the said borough being incorporated and known by the name of mayor, bailiffs, and burgesses] stand	- - -	Preamble to Dock Act, 3 Geo. 1.	—

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1717— <i>continued</i>		£. s. d.		
	stand engaged and answerable in their natural and private capacities, and have no counter security, or means of raising what they stand engaged for, over and above the said sum of 6,000 £., the Act confers power to raise on loan an additional sum of 4,000 £.; and the trustees are to complete the docks, and also to place at least three buoys and two landmarks in or at the entrance of Formby Channel, and two buoys on the Hoyle Sands, one on the north-west and the other on the north-east spits of the said Sand, and to complete the buoying of the channels before the 25th of December 1718.	- - -	Act 3 Geo. 1, Dock Act.	—
1719	The Corporation, in concert with the Members for the borough, assisted in soliciting an Act of Parliament for making the River Weaver navigable at the charge of the Corporation. This undertaking, which connects the Port of Liverpool with the salt district of Cheshire, was afterwards carried out by the gentlemen of that county. The cost incurred by the Corporation in assisting to obtain powers to effect this great undertaking was 204 £. 9 s. 5 d.	204 9 5	Order of Council	No return.
1720	The Corporation decided that it was highly necessary that a map or chart should be taken of the entrance into the river through Formby Channel, and of all the banks that lie off, and of the bearing of the buoys upon the landmarks.	Not known	Order of Council	No return.
1726	At this time the roads leading to Liverpool, especially from Prescott, Warrington, and Manchester, were excessively bad. To improve the communications with the interior, a Turnpike Act was obtained, chiefly by the exertions of the Corporation. The cost which they incurred in obtaining this Act was 167 £. 13 s.	167 13 -	Vote of Council	No return.
1737	The Corporation determined to give 1,000 £. in money and seven acres of land for the purpose of forming a second wet dock. The preamble of the Act states that the forming of the first dock had tended to the increase of navigation and improvement of trade within the town and port of Liverpool; but that by reason of the straitness of the entrance into the said dock or basin from the open harbour of Liverpool the navigation into and from the said dock or basin is greatly obstructed, and ships or vessels lying in the said dock or basin are frequently prevented from getting out to sea, and ships and vessels in the harbour without the said dock or basin are frequently forced on shore and lost, to the great damage of merchants and owners of ships, and of the trade of the said Port of Liverpool. The preamble then proceeds to recite that in case the said dock or basin was enlarged, and a pier erected and built in the open harbour of Liverpool, on the north side of the entrance into the said dock or basin, such losses, mischiefs, and inconveniences might, in a great measure, be prevented, and the harbour be rendered more safe and commodious for the lying, lading, and unlading of ships and other vessels resorting thereto, and trading within the said port. It further states that the mayor, aldermen, bailiffs and common council of the said Borough and Corporation of Liverpool, have agreed to grant another piece of ground, containing seven acres or thereabouts, parcel of the ground belonging to the said Corporation adjoining to the entrance in the said dock or basin on the north and south sides of such entrance whereon such pier and additional dock may be made and erected, to be held, used, and applied for that purpose for ever, and have also agreed to lay out, apply, and advance out of the common stock of the said Corporation the sum of 1,000 £. for accomplishing so useful and necessary a work.			
	In addition to the land given by the Corporation for the formation of these docks, and in the Act described as containing seven acres or thereabouts, which really amounted to upwards of 18 acres, the Corporation gave the sum of 1,000 £. for carrying out the works.	Value of land not known. 1,000 £.	Vote of Council, Act 11 Geo. 2, Dock Act.	No return.
1739	The Corporation resolved to build almshouses for poor seamen, which were afterwards constructed.	Not known	Order of Council	No return.
"	The Corporation ordered the purchase of the leasehold interest in the dry, or graving dock, in order to enlarge the pier.	Not known	Order of Council	No return.
1740	The Corporation agreed to give the freedom of the town of Liverpool to William Hough, of Dublin, in return for a piece of land to erect a landmark at Hoylake.	- - -	Order of Council.	—

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1744	The Corporation ordered and agreed that a stone pier should be immediately begun and carried on, to be run out 50 or 60 yards or thereabouts, to the westward of the new dock.	Not known -	Order of Council	No return.
"	The Corporation ordered that the mayor, and such of the council as will attend him, be desired to go and view and fix a proper place for making a dry or graving dock.	Not known -	Order of Council	Not known.
1746	The council ordered that a dry, or graving dock, be immediately made at the north end of the new pier at the expense of the Corporation.	Not known -	Order of Council	Not known.
1748	The Corporation ordered a new exchange to be built on the site of the houses at the top of Water-street, lately purchased by the Corporation.	Not known -	Order of Council	No return.
1751	The Corporation ordered the mayor and bailiffs to purchase a piece of land in Cheshire, near the Black Rock, on which to erect gunpowder magazines. The gunpowder magazines were removed in consequence of the grand jury having made a presentment to the effect, that for the magazines to remain in their then position was dangerous to the lives and properties of many of His Majesty's subjects. Each proprietor of the previous powder magazines was to have, on lease, 20 square yards of ground in the new magazine, on payment of 1s. per year ground-rent.	Not known -	Order of Council	Not known.
1753	The Corporation this year assisted in obtaining an Act for still further extending the navigation of the River Weaver.	Not known -	Order of Council	No return.
1754	The Corporation advanced to the dock trustees 1,000 £. to enable them to complete the new dock, they having no funds for that purpose, or power to borrow any.	1,000 £. loan to the dock trust.	Vote of Council	Interest at 4 per cent.
"	The Corporation agreed to advance the sum of 300 £. towards the expense of an application to Parliament, for the purpose of making the Sankey Brook navigable from the coal field at St. Helen's to the River Mersey. This grant led to the forming of the Sankey Canal, the first navigable canal formed in England.	300 £. - -	Vote of Council	No return.
"	Another dry dock being greatly wanted for the use of shipping, ordered that a new dry, or graving dock, be forthwith made at the Corporation expense.	Cost not known	Vote of Council	Not known.
1755	The Corporation petitioned against any grant being made for oyster-beds in Hoylake, a portion of the port of Liverpool, on the ground that it might be a great detriment to the navigation of the port, and ordered the payment of the cost of such petition, and of witnesses in support thereof.	Cost not known	Vote of Council	No return.
"	His Majesty's Privy Council, by their letter to the mayor, having intimated the want of seamen for the speedy manning of the fleet fitting out, and warrants having been sent down for the impressing of seamen for the said service, ordered that a reward or bounty of two guineas per man should be paid out of the Corporation estate to each able and experienced seaman who would enter himself a volunteer to serve on board any of His Majesty's ships of war, which said bounty-money should be continued till the 20th day of April next. This bounty was continued for another month, viz., till the 20th day of May next.	Not known -	Vote of Council	No return.
1757	The Corporation agreed to pay the expense of a survey of the River Weaver, with a view to the further improvement of that navigation.	Cost not known	Vote of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1759	The Corporation agreed to grant whatever land or waste on the shore are necessary for erecting fortifications for defence of the port and town.	Value not known	Vote of Council	No return.
	The Corporation ordered Mr. John Eyes to be paid the sum of 7 l., for surveying the coast up the river, and taking an account of the fish-yards erected thereon.	7 l. - -	Vote of Council	No return.
1760	The Corporation ordered that for the better defence and security of the town and harbour, and the trade and shipping thereof, any sum of money not exceeding the sum of 100 l. should be employed in erecting another battery on part of the sea shore, at the bottom of James's street; and that the engineer have liberty to take in and inclose such part of the strand or shore there as shall be necessary to erect the same.	Not exceeding 100 l.; actual amount not known.	Vote of Council	No return.
1761	The Corporation ordered that the houses lately purchased from Joseph Marshall should be pulled down, and that the ground or site thereof be granted to His Majesty, his heirs and successors, for storehouses for the use of the fortifications of the town and harbour.	Amount not known.	Vote of Council	No return.
"	The committee appointed to consider on the preservation of the navigation of the port, and to advertise for all persons who have sustained any losses in their shipping or vessels, &c., by the fish-yards, &c., erected within the limits of the port, that they be desired to send to the town clerk such proper and authentic proofs thereof, as can, if necessary, be established before Parliament.	Amount expended not known.	Vote of Council	No return.
"	The Corporation ordered that a piece of land or ground be given to His Majesty, his heirs and successors, to build magazines on.	Value not known	Vote of Council	No return.
1761	The Corporation ordered that the committee lately appointed for preserving the navigation of the River Mersey, be empowered to employ Mr. Mackenzie (who was then, surveying the coasts of England for the Government) to survey the river, and to take such measures as to them might seem fit, for preserving the said navigation; and that their expenses be paid by the Corporation, and they be indemnified for any act they may do therein.	Amount not known.	Vote of Council	No return.
1762	In this year another Dock Act was applied for, from the preamble of which the following is an extract:— “Whereas the trade and shipping of the town and port of Liverpool of late years is greatly increased, and the ships and vessels now belonging to, and trading to and from the port of Liverpool, are more numerous and of larger dimensions, and require a greater draught of water than heretofore: And whereas the wet docks and dry pier already made and constructed in the said port of Liverpool are not sufficient for the reception of the ships and vessels resorting thereto, and for the requisite convenient dispatch in lading and unlading the same; and as there is not a sufficient depth of water in the said docks or pier for the security and protection as well of His Majesty's ships of war which frequent it, and especially in time of war are stationed at the port of Liverpool, as for large merchant ships trading thereto, to go in or out of the said docks and pier unless in high spring tides, and which for want of additional docks, and being obliged to lie in the harbour, are exposed to the rage of tempestuous weather and a rapid tide or current, and in imminent danger of shipwreck, the mayor, aldermen, bailiffs and common council of the borough of Liverpool, taking the premises into consideration, and in order to obviate or remove the said difficulties and inconveniences, and encourage and promote trade and commerce, and for the benefit of navigation, have thought it requisite that another wet dock, with proper piers and other necessary works incidental to the same, should be made and erected at Liverpool aforesaid, and for that purpose have agreed to give, grant, and appropriate another piece or parcel of ground belonging to the said Corporation, lying or being at the ends or bottoms of certain streets, called James or St. James-street and Chapel-street in Liverpool aforesaid, or such part thereof, or any other lands adjoining to the north or west wall of the said dry pier, which shall be thought necessary on that behalf.” The Act was obtained, which is the Dock Act 2 Geo. 3. The Corporation gave upwards of 14 acres of land for the dock and works connected therewith.	—		
		Value of land not known.	Act 2 Geo. 3	No return.
"	The Corporation resolved that Mr. John Howard have 198 l. to leave open to James-street (one of the approaches to the docks) four feet of land and eight feet and a half to Moore-street, and that he have the old premises now standing, he making all the alterations, and that the Corporation be at the charge of paving the street.	198 l. paid for land; cost of paving not known.	Order of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1761	The Corporation ordered that public notice be given to all lords and ladies of manors, and other proprietors of lands on the River Mersey and their tenants, owners of lands lying on the River Mersey, who have set up any fish-yards, chevrons, or other obstructions to navigation on the River Mersey, that they do take the same down in two months from that time, and that the notice read in council be published in the Liverpool and Chester papers, and printed and delivered out, and in case they refuse to take such fish-yards down that they be cut down, and that the persons authorised by the council and the mayor and justices directing the same be indemnified at the expense of this Corporation for any act they shall do or order therein.	Not known -	Order of Council	No return.
1763	The Corporation ordered, that the Committee for the Light-houses be empowered to take up any money at interest, within the compass of the Act of Parliament, and that this Council will lend their seal and pay the interest till the duties commence.	Not known -	Order of Council	No return.
"	The Corporation ordered that a road be made and paved from Water-street end to James-street end, to join the causeway there, close to the docks.	Not known -	Order of Council	No return.
		£. s. d.		
1765	The Corporation gave towards the building and furnishing an Observatory - - - - -	52 10 -	Vote of Council -	No return.
"	The Corporation gave to the Society of Arts, Manufactures and Commerce lately established in London - - -	100 - -	Vote of Council -	No return.
"	On the application of Mr. Wedgwood of Etruria, Staffordshire, the Corporation agreed to give towards the obtaining an Act for constructing a canal from the River Mersey, near Runcorn to the River Trent, through the Staffordshire Potteries - - - - -	200 - -	Order of Council	No return.
1765	The Corporation agreed to pay half the expenses of obtaining an Act of Parliament for establishing pilots for the port and harbour of Liverpool.	247 13 8	Vote of Council -	No return.
1766	The Corporation paid to James Thompson for opening and widening a street near the docks - - - - -	180 - -	Vote of Council -	No return.
1767	The Corporation gave towards the promoting of an Act for making a navigable canal from the port of Liverpool to the port of Hull, and the town of Leeds - - - - -	200 - -	Vote of Council -	No return.
1768	The Corporation gave towards a re-survey of the intended navigable canal from the port of Liverpool to the town of Leeds - - - - -	50 - -	Vote of Council -	No return.
"	The Corporation agreed to pay the expense of the survey by Brindley, the engineer, with the view to the construction of a canal, for the purpose of uniting the Duke of Bridgewater's canal from Manchester with the Staffordshire canal from the Potteries and iron districts of that county.	Not known -	Vote of Council -	No return.
1769	The Corporation ordered that a piece of land at the bottom of Moor-street and the Old Ropery there, offered to be sold, in order to make an opening on to the Sea-strand, be purchased for the use of the public.	Not known -	Vote of Council -	No return.
"	The Corporation paid for certain houses in Castle-street, purchased with a view to the opening and widening of what was then a narrow and incommodious street, the sum of - - - - -	4,048 - -	Vote of Council -	No return.
"	The Corporation paid the expense of the mayor and others for several journeys about the Mersey and Trent, and other canal business.	Not known -	Vote of Council -	Return not known.
	The Corporation ordered the powder magazines to be rebuilt at the expense of the Corporation.	Not known -	Vote of Council -	Return not known.
1770	The Corporation gave towards defraying the expenses of an Act for making a road from Liverpool to Preston -	100 - -	Vote of Council -	No return.
"	The Corporation paid for land used for opening and widening streets adjoining the docks - - - - -	730 - -	Vote of Council -	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1771	The Corporation resolved that houses at the bottom of Chapel-street, adjoining the dock, be purchased by the Corporation, and pulled down to widen the street and avenue.	£. s. d. 650 - -	Vote of Council	No return.
"	The Corporation ordered that the mayor be authorised to treat for a piece of land at the top of Moor-street, not exceeding the price of 80 guineas for the same, to be added and laid open to the street there.	Not exceeding 84 l.; actual amount not known.	Vote of Council	No return.
"	The Corporation ordered that a Committee be appointed to set out and make the avenue from the north dock up to the bottom of Chapel-street, and to regulate it as they shall see best for the public good, use, and advantage.	Not known -	Vote of Council	No return.
1772	In this year the Corporation paid for opening and widening streets near the docks - - - - -	2,236 11 10	Vote of Council	No return.
"	The Corporation ordered the erection of a key on the ground to the west end of the slip on the dry pier, the same to be paved where necessary, and an engine to be erected for the weighing of coal, at the expense of the Corporation.	Not known -	Vote of Council	No return.
1773	The Corporation paid for opening and widening streets near these docks - - - - -	176 2 4	Vote of Council	No return.
1775	The Corporation agreed to lengthen all the three existing graving docks, so that each of them would receive three ships at a time.	Amount not stated.	Vote of Council	Return, not known.
"	The Corporation ordered that the sum of 25 l. be paid as premium for boys to be taken out of the Bluecoat Hospital, and to be bound for seven years to masters of the cheese vessels, and assigned over to some of the licensed pilots of the town, in order to make them good, skilful, and experienced pilots for the use and safety of shipping of the port.	25 - -	Vote of Council	No return.
1776	The Corporation offered a bounty to encourage volunteer seamen to enter into his Majesty's service; two guineas for every able seaman, and one guinea for every ordinary seaman, who shall from this time to the 31st day of December next, voluntarily enter as such into his Majesty's service.	Amount paid, afterwards stated.	Vote of Council	No return.
"	In this year the Corporation made arrangements to protect the property in and about the docks from fire by securing a constant supply of fire engines, which were introduced into the town at the cost of the Corporation.	Not known -	Vote of Council	No return.
1777	The Corporation gave land for, and agreed to construct a new fort.	Value of land not known.	Order of Council	No return.
1778	In this year the Corporation paid towards the cost of erecting a fort on the north shore - - - - -	2,866 2 11½	Order of Council	No return.
"	The Corporation paid towards the cost of a regiment, raised for the service of the Government, the sum of - - -	2,682 - -	Order of Council	No return.
1779	In this year the Corporation paid further for the fort on the north shore - - - - -	1,523 5 11½	Vote of Council	No return.
"	Also, for the Liverpool Royal Regiment of Volunteers, the sum of - - - - -	278 14 -	Vote of Council	No return.
"	Also, for opening new quay - - - - -	38 11 11	Vote of Council	No return.
1780	In this year the Corporation expended for the fort on north shore - - - - -	100 1 6	Vote of Council	No return.
"	In this year the Corporation commenced the construction of a tobacco warehouse at the request of the Commissioners of Customs, and expended, exclusive of the value of land, in rebuilding and repairing the same - - -	11,462 16 5	Vote of Council	Rent varied from 483 l. 4s. 3d. to 525 l.
1782	In this year the Corporation paid for opening and widening streets near docks - - - - -	3,473 1 3½	Vote of Council	No return.
1784	In this year the Corporation paid for opening and widening streets near the docks - - - - -	1,859 5 -	Vote of Council	No return.
"	The Corporation determined to build two additional graving docks in addition to the three graving docks which they had previously constructed.	Amount not stated.	Order of Council	Not known.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1785	In this year the Dock Act, 25 Geo. 3, was passed. The preamble of which, after reciting the principal provisions of the previous Dock Acts, and stating that the debt of the Dock Estate amounted to 22,550 L., proceeds as follows:— “And whereas the trade and shipping of the said town and port of Liverpool, of late years, are greatly increased, and the ships and vessels now belonging to and trading to and from the said port are more numerous than heretofore: And whereas the three wet docks already made in the same port, by virtue and under the authority of the said former Acts respectively, are not sufficient for the reception of the ships and vessels resorting thereto, and for the requisite convenient dispatch in lading and unlading the same; and which, for want of an additional dock, and being obliged to lie in open harbour, are exposed to the rage of tempestuous weather, and a rapid tide or current, and in imminent danger of shipwreck.” For these reasons, the Act states, the mayor, aldermen, bailiffs and common council have granted part of the land extending from the Duke of Bridgewater’s Basin to the boundary of Toxteth Park, and sold another part of it to the Dock Estate, for the constructing of two additional docks, at the price they had paid for the land or contracted to pay for the same. The quantity of land given by the Corporation to the Dock Estate, was about 12 acres.	Value of land given not known	Order of Council, and Act 25 Geo. 3	No return.
1786	The Corporation paid for opening and widening streets near the docks - - - - -	£. 1,212 16s. 4d.	Vote of Council	No return.
”	The Corporation ordered that the South Pier be run out as far to the westward as possible, and of such a breadth as to make a graving dock in the same.	Not known -	Order of Council	No return.
”	In this year the first Improvement Act, 26 Geo. 3, was obtained. The preamble recites, that several of the streets leading to and from the Exchange, and from the several public markets, had, from the increase in the number of inhabitants and the trade, become too narrow and inconvenient and a great hindrance to the dispatch of trade and business, and that the forming of one or more communications from the dock called George’s Dock to the internal part of the town would be of great advantage to trade.	- - -	Acts of Parliament 26 Geo. 3, c. 12; 1 Geo. 4, c. 13; 7 Geo. 4, c. 57; 11 Geo. 4, c. 15; 1 Vict. c. 115.	
	Under this Act the Corporation made Brunswick-street, Back Castle-street and Exchange-street west; and widened and improved wholly or in part the following streets: viz., Castle-street, High-street, Water-street, Dale-street, Fenwick-street, Pruson’s-row and Derby-square. All these streets are in the immediate neighbourhood of the Exchange and docks and form some of the immediate communications therewith.			
	Under the next Act, 1 Geo. 4, c. 13, they made Manchester-street, and widened and improved wholly or in part the following streets: viz., Old Hall-street, Chapel-street, Moorfields, and Water-street.			
	The next Act, 7 Geo. 4, recites, that Lord-street, Castle-ditch, Harrington-street, and James-street, are in the central part of the said town and the principal thoroughfares to some of the docks there, and are extremely narrow and inconvenient; that John-street and other streets named are the principal thoroughfares to other parts of the docks; that Covent-garden and other streets named, which are at a short distance from the docks, are very great thoroughfares, and in consequence of the additional dock works intended to be constructed, are likely to become much greater thoroughfares.			
	Under this Act the Corporation widened, improved, and wholly or in part, North and South John-street, South Castle-street, Hanover-street, Lord-street, Derby-square, Harrington-street, James-street, Covent-garden, Launcelot’s-hey, Great Howard-street, and Earle-street, all which streets are in the vicinity of the docks. And they also widened and improved the following streets: viz., Scotland-road and Bevington-bush, to facilitate the approaches from the north end of the town, and the Old Haymarket and Saint John’s-lane, to facilitate the approaches from the eastward of the town.			
	Under another Act, the 2 Geo. 4, c. 15, the Corporation improved the New Boundary of the town from Richmond-row to the north end of Great Homer-street, and thence made a new street northwards and westwards to communicate with the docks at Beacon’s-gutter, and called Boundary-street.			
	Under another Act, the 1 Vict. c. 115, they widened and improved Canning-place, Cooper’s-row, Hanover-street, Queen’s-street, and Launcelot’s-hey, Fenwick-street, and James-street, all in connexion with the docks and warehouses adjacent; and Lime-street, New Haymarket, Shaw’s Brow, Parker-street, Elliot-street, and Great Charlotte-street, rendered necessary by the requirements of commerce, as affording facilities of communication between the London and North Western Railway Terminus and the river, the docks, and mercantile districts.			
	The money expended on these great improvements was -	£. 935,000	- - -	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced if any.
		£. s. d.		
1788	The Corporation resolved, That a walk of 10 yards wide and the whole length of the ground, be reserved on the west side of the intended timber yards, and that a flight of stairs at each end be made for the accommodation of passengers crossing the river.	Not known -	Vote of Council	No return.
1789	The Corporation ordered the erection of sheds, cranes, and other conveniences for the accommodation of the merchants, dealers, and others in the loading and unloading of goods from flats employed in the navigation of the rivers Mersey and Irwell.	Not known -	Vote of Council	Not known.
1791	The Corporation expended on the oil-house, built at the time when the Greenland fishery was extensively carried on from the port of Liverpool, the sum of - - -	5,163 12 3 exclusive of land	Vote of Council	Average rent about 161 <i>l.</i> per annum.
1792	In this year the Corporation paid for dock improvements -	187 10 -		
1793	The mayor having reported to the council that the late extensive failures, particularly of some great commercial and banking houses in London, were almost immediately followed with the failure of a very old and principal banking house in Liverpool; that the latter failure had now caused such an alarm in this town and its neighbourhood, that not only the other banking houses were greatly distressed, but there was an apprehension of a general calamity to the merchants, traders, and inhabitants of this place, and to the county of Lancaster at large, from the shock to public confidence, and from the want of immediate pecuniary resource, &c. &c., it was resolved that the corporate seal of Liverpool should be offered as security to the Bank of England, for the support of public credit in Liverpool, under such restrictions as might be thought proper: An application was thereon made to the Bank of England for the sum of 100,000 <i>l.</i> to be applied to the recovery and preservation of commerce and confidence in this town and neighbourhood.	- - -	Vote of Council	—
"	The negotiation for this loan from the Bank of England having failed, the Corporation applied to Parliament for leave to bring in a Bill, empowering the Corporation to issue negotiable notes for the same purpose. In compliance with this resolution a Bill was introduced into Parliament and passed, authorising the Corporation to issue such notes for the sum of 300,000 <i>l.</i> for the relief of public credit. The Bill having been passed, a committee was appointed, consisting of members of the Corporation and of the mercantile bodies, who were authorised to issue the negotiable notes of the Corporation, on the security of merchandise and ships. The sum of 130,000 <i>l.</i> was thus advanced. The Corporation resolved and ordered that the sum of 1,000 <i>l.</i> be subscribed agreeable to the resolutions adopted at a meeting of the 22d September last, called by the high sheriff of this county to take the sense of the county respecting the propriety of making an offer to His Majesty to raise a regiment of fencibles.	—		
"	The Corporation expended in dock improvements - - -	1,000 - -	Order of Council	No return.
1794	The Corporation this year expended in dock improvements The Corporation presented a petition to Parliament for permission to continue the issue of negotiable notes during a further term for the advantage of the trade and commerce of the port. In this petition, they stated that the negotiable notes which had been issued under and by virtue of the said Act of Parliament from the commencement of the proceedings under the same, until the 28th day of January last past, that day inclusive, amount to the sum of 140,390 <i>l.</i> and no more: that the value and securities which the said common council have received and taken for the same notes, amount to the sum of 155,907 <i>l.</i> 16 <i>s.</i> 6 <i>d.</i> and no more; that the value of the said negotiable notes which were in circulation on the said 28th day of February amounted to the sum of 35,315 <i>l.</i> and no more.	3,380 19 8 321 12 6	Vote of Council Vote of Council	No return. No return.
1795	The Corporation expended this year in dock improvements	8,784 12 2	Vote of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
		£. s. d.		
1796	The Corporation expended this year in dock improvements	2,447 6 3	Vote of Council	No return.
1797	The Corporation at this time placed the port and docks of Liverpool in a state of complete defence, an attack on the port being threatened by a body of French troops which had landed on the coast of Wales, and whose object was supposed to be the destruction of the docks and shipping of the port of Liverpool; for these purposes the Corporation expended the sum of - - - -	5,633 9 9	- - -	942 <i>l.</i> 13 <i>s.</i> 6 <i>d.</i> returned.
1795 to 1797	The Corporation and merchants of the port formed a committee to promote the general interests of trade in the year 1775, which continued in existence to the year 1797, during that period the Corporation continued towards the objects of the Committee the sum of - - - -	11,149 15 11	Vote of Council	No return.
1777 to 1797	The Corporation expended in bounties to seamen entering the Royal navy, between the years 1777 and 1797, the sum of - - - -	2,998 17 6	Vote of Council -	No return.
1799	In this year the Dock Act, 39 Geo. 3, was passed, the preamble of which recites that there is a necessity for two additional wet docks and works, and that the Corporation have agreed to appropriate for the use thereof the sites therein particularly described, and for which lands the Corporation are to be paid at and after the same proportions as the Corporation have already paid, or shall hereafter pay, for any part or parts of such site, and for such part of the site as belonged to the Corporation, at and after the like proportion as for those which they have so purchased, or shall hereafter purchase, for the use of the said docks. The particulars of the land purchased by the Corporation, and transferred to the Dock Estate, will be given under head of this Return, No. 8.			
1800	The Corporation agreed to pay half the expense of forming a waggon-way or railroad, for the conveyance of stone from the Quarry Hill, down Parliament-street, to the south end of the Queen's Dock, the stone to be conveyed from thence in boats to such docks or places on the river as might be required. All stone used up to this period in the construction of the docks was given by the Corporation to the Dock Trust, without any payment or charge for the same; and the cost incurred by the Corporation therein, including the feighing of the stone, was - - - -	9,410 - -	Vote of Council -	No return.
1801	The Corporation afforded additional accommodation for the vessels engaged in the river and canal traffic under the circumstances detailed as follows: In consequence of a letter from Manley & Co., who are owners of many vessels trading on the Duke of Bridgewater's Canal, stating that his Grace had refused to admit their vessels into his dock as heretofore he had been accustomed to do, and soliciting the assistance of the Corporation in giving them such accommodation as would enable them to continue their trade as carriers on the said canal, it was resolved that it is highly expedient to furnish the said Manley & Co. with accommodation, in order to enable them to carry on their trade, to prevent the inconveniences and loss that would result from the suspension of so large a portion of the trade of this town as is carried on by them on the Duke's Canal, and that the council do now grant Manley & Co. the privilege of the south side and part of the east end of Manchester Bay or Basin, together with part of the coal yard occupied by Colonel Fraser, to hold the same as temporary accommodation under arrangements to be made by the same committee, until more permanent ones can be established, they agreeing to pay such annual rent or consideration for the same as the Committee shall hereafter determine upon; and that a preference of berths for the vessels belonging to the Mersey and Irwell Navigation, and to Colonel Fraser, be given of the remainder of the said bay or basin, upon their paying a consideration for the same.	-		

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
		£. s. d.		
1803	The Corporation, in consequence of most serious apprehensions of an invasion of the kingdom, again contributed, to place the Port in a secure state of defence, the sum of - - - - -	5,000 - -	Vote of Council -	No return.
1805	The Corporation appointed a committee to consider the best mode of introducing the bonding system, and to proceed to London, and act conjointly with deputations from the associated merchants, to secure this object, which was not obtained for a considerable time, and after much correspondence, trouble, and expense. The Corporation paid half the expenses incurred.	Not known -	Vote of Council	No return.
1808	The Corporation offered the Government to assist in constructing a new and commodious Custom-house, with conveniences for excise and dock offices. The particulars of this transaction are explained in this Return, under date 1825.	—		
1811	The existing tobacco warehouse being found wholly inadequate for the increasing demands of trade, the Corporation agreed with the Commissioners of Customs to erect a new tobacco warehouse on the west side of King's Dock, which was subsequently carried out, at a cost of 68,436 <i>l.</i> , exclusive of the land occupied, containing 24,051 square yards, at 3 <i>l.</i> per yard, 72,153 <i>l.</i> , making a total of 140,589 <i>l.</i> This is let upon lease for 21 years, to the Commissioners of Customs, at a present rental of 6,759 <i>l.</i> 2 <i>s.</i> per annum, from which deducting annual repairs and insurance, averaging 300 <i>l.</i> per annum, leaves a net revenue of about 6,460 <i>l.</i> per annum, or 4 <i>l.</i> 11 <i>s.</i> per cent. on the above sum.	68,436 - - exclusive of value of land, 72,153 <i>l.</i>	Votes of Council -	Present return, 6,759 <i>l.</i> 2 <i>s.</i> per annum.
1812	The Corporation voted towards the expenses incurred in obtaining an opening of the trade of the East Indies to the merchants and shipowners of Liverpool, and the other outports - - - - -	500 - -	Vote of Council	No return.
1813	In this year the Corporation advanced to the trustees of the docks a loan, in order to enable them to carry on the dock works, and to continue in employment a number of valuable men, who with their families would otherwise be reduced to great distress.	5,000 <i>l.</i> , loan to the docks, and re-paid.	Vote of Council -	Not known.
"	The defenceless state of the Port, and the facility of the attack upon the town by American vessels during the existing war with America having become the subject of discussion, the Corporation resolved that full power be given to the mayor and magistrates to adopt such measures as to them may seem expedient upon the occasion, and that it be referred to the Select Finance Committee to co-operate with the dock committee, with full powers to take such measures as they might deem most expedient for obtaining possession of the fort and battery, and for erecting such batteries in lieu thereof as might be considered necessary for the defence of the town and shipping, and that the Select Finance Committee be empowered to appropriate such pieces of land as belong to the Corporation for the sites of the batteries required, and to transfer the same either to Government or to the trustees of the docks upon such terms and conditions as the said Committee may think proper.	Not known.	Order of Council	No return.
1815	The Select Finance Committee of the Corporation laid the following Report before the Council as to various measures which they had adopted during the 15 years preceding, for promoting and extending the commercial facilities of the Port.			

" Report.—The measures recommended by this committee for relieving the estate were steadily pursued for some time, and the bond debt was reduced on the 30th June 1801, 76,528*l.* 6*s.*, as appears by a statement laid before the Council, on the 5th of August in that year. To these measures your Committee would gladly have rigidly adhered if circumstances, and the enlarged policy which is alone befitting the Corporation to pursue, would have permitted, but subsequently to the Report of this Committee in 1798, the increased

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1815—continued.	creased and increasing trade of the town called most urgently for various and great improvements in its commercial conveniences, and it was found that effectual relief could not be given without the liberal assistance of the Corporation. On a subject so vitally important as the promotion of the trade and commerce of Liverpool, your Committee presume the right conduct and policy of the Corporation can never admit of a question, or become a matter of doubt, and your Committee therefore could not hesitate to divert a portion of their attention from the superstructure to the foundation of the future increase of the Corporation prosperity. The Council sanctioned these enlarged and liberal views, and your Committee in consequence made very extensive purchases on the west side of the Salt-house Dock, on the north and south shores, and on the New Quay, and proceeded without delay to make alterations and improvements on the property so purchased, in order to render it of public use, and as far as was practicable productive of annual revenue. In addition to these expenses incurred for the benefit of the trade of the Port, your Committee recommended the rebuilding of three of the graving or repairing docks, which were so dilapidated as to be unserviceable; and the erection also, for the obvious advantage of the town, of a new tobacco warehouse, without which, your Committee had reason to believe, the trade of Liverpool would have been much circumscribed, and the Port would not otherwise have been at this time admitted to the full and complete benefits of the bonding system or to a trade with India."			
1818	The Corporation having observed, that embankments and encroachments have been made on the banks of the river likely to prove injurious to the navigation of the Port, made application to the Lords of the Admiralty to cause a survey of the Port to be made, with a view of ascertaining the effects likely to result to the Harbour therefrom; but the Lords of the Admiralty declined to cause such survey to be made. The Lords of the Admiralty having declined to cause a survey of the Port to be made with the view of ascertaining the effects likely to result to the Harbour from the embankments now making and projected upon the shores of the river, and the Dock Committee having requested this Committee to join them in the expense of obtaining such survey, and a report of the state of the Harbour, &c., from Mr. Rennie and Mr. Whidbey, and such other competent surveyor as they may recommend to make the necessary map of the Port, and the surveyor having informed the Committee that Mr. Rennie recommends Mr. Hamilton Fulton to be employed in making such map: Resolved,—That this Committee disapproves of dividing the expenses of this business with the Dock Trustees, but will pay those to be incurred in employing Mr. Joseph Whidbey and Mr. Fulton. Resolved,—That it be referred to the Select Finance Committee with full powers to them to take such measures as they may consider most expedient to prevent any embankments or encroachments upon the shores of the River Mersey, as may in their opinion be injurious to the navigation of the Harbour, and that the seal of the Corporation be affixed to any petition, memorial, or other document that may by the said Committee be thought necessary to be transmitted or presented to Parliament, or to any of His Majesty's public boards or offices. The Corporation therefore caused a survey of the Port and Harbour to be made at the cost of - - - - - At the same time the Corporation consulted the most eminent engineers in the kingdom as to the effects of these embankments and encroachments on the shores of the river, which all those engineers agreed would prove highly injurious if not ruinous to the Port, by destroying the force of the back water, which scours and keeps open the narrow passages in the sandbanks at the mouth of the river. The Corporation at the same time resisted these encroachments by proceedings in the courts of law and equity, in all which proceedings they incurred an expenditure of - - - - -	8,925 l. 8s. 8d.	Vote of Council	No return.
1825	The Council ordered that part of the old dock which belonged to the Corporation, under the Act of the 51st of the late King, to be taken possession of on behalf of the Corporation, under the direction of the Select Finance Committee. Under the Dock Act, 51 Geo. 3, the old dock, the site of which had been originally given by the Corporation, was to be filled up, and the site vested in the Corporation, who were to erect on part thereof a market. In consideration of receiving this site, the Corporation engaged to lengthen the Queen's Dock at their cost, which was done at the expense of 15,165 l. 2s. 3 d., besides giving the land for that purpose which amounted to upwards of four acres. The intention of devoting the site of the old dock for a market was subsequently abandoned, and the Corporation undertook to erect thereon a building	13,324 l. 4s. 5d.	Vote of Council	No return.
		110,000 l. - -	Votes of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
1825—continued.				
	a building to be used as a Custom House, Excise Office, Stamp Office, and Post-Office, according to the plans approved by the Treasury. The Government contributed 150,000 <i>l.</i> towards the building, and the Corporation provided the difference in the cost, amounting to more than 79,000 <i>l.</i>, exclusive of the site, valued at 30,000 <i>l.</i>, and the Corporation also undertook to keep the buildings in repair for ten years from the time of their being occupied in the public service. The whole cost incurred by the Corporation, including the site, amounts to 110,000 <i>l.</i>, and they derive no income whatever therefrom. The whole building, except a small portion occupied by the dock offices, is devoted to the above Government purposes. By incurring this expense, the Corporation relieved the dock estate from the charge of constructing these buildings which they were authorised to construct under the Dock Act, 51 Geo. 3. In the same year the Dock Act, 6 Geo. 4, was passed, by which, with a view to the further extension of the docks, the Corporation gave their reversionary interest in large and valuable property required to be taken; the particulars of which will be given in this Return under head No. 8.			
„	The Corporation constructed, at a cost of 35,157 <i>l.</i> , landing stages for passengers, goods, and merchandize, with moveable piers, and have subsequently maintained the same, for the accomodation of steam vessels plying beyond the port, at a present annual cost of 920 <i>l.</i> or thereabouts; one of these stages is still maintained, and is open and ready for use, with proper attendants, day and night, and at all hours of tide, without charge; this stage having been found insufficient for the accommodation of the rapidly increasing steam trade of the port, the Corporation have entered into contracts, and are now constructing a new stage 1,000 feet in length, the cost of which, with the approaches, will be upwards of 130,000 <i>l.</i> , and the annual cost of providing attendants and maintenance, and interest of money borrowed, will exceed 8,000 <i>l.</i> per annum.	- 35,157 <i>l.</i> , and 920 <i>l.</i> a year, and now expending 130,000 <i>l.</i> , and incurring liability to 8,000 <i>l.</i> a year.	Vote of Council	No return.
„	The Corporation awarded to Lieutenant Evans, for his chart of the coast, from Formby Point, near Liverpool, to St. Bee's Head, the sum of -	50 <i>l.</i>	Vote of Council	No return.
	The Corporation voted to Henry Bell, the introducer of steam navigation in the British Islands, the sum of -	20 <i>l.</i>	Vote of Council	No return.
1829	In this year the Corporation expended in building a light-house on the dangerous rocks at the entrance of the River Mersey, or has since expended in maintaining it, the sum of 30,351 <i>l.</i> , as previously stated.			
	The Corporation, with a view of preventing injury to the port, joined in an application for an Act (10 Geo. 4, c. 16), for the purpose of authorising, and afterwards bore half the expense of constructing and maintaining an embankment at Wallasey Leasowes, within the port of Liverpool, to prevent an irruption of water and sand into the port along the low grounds lying between the open sea and Wallasey Pool. Commissioners are appointed to construct and manage this embankment, of whom the lord of the manor of Bidstone is one, with power to act by proxy; three are appointed by the Corporation, and three by the landowners. Rates are annually levied to the amount of 3,300 <i>l.</i> or thereabouts, one-half of which is borne by the Corporation, and the other by owners of land under the prescribed levels. The Corporation have paid 1,665 <i>l.</i> , or thereabouts, in each year since the passing of the Act in the year 1829, and still continue to pay the same, for the maintenance of the embankment.	1,665 - - (a year.)	Vote of Council	No return.
	The total amount expended by the Corporation since the passing of the Act is -	30,360 - -	Vote of Council, and Act 10 Geo. 4, c. 16.	No return.
	and a continuing liability to a moiety of the rate equal to 1,665 <i>l.</i> per annum.			
1830	The Corporation contributed towards the measures for obtaining an opening of the India and China trades to the shipping and commerce of Liverpool, and the other outports, the sum of -	1,000 - -	Vote of Council	No return.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
		£. s. d.		
1830	The Corporation expended in constructing, or have since expended in maintaining, a chain testing machine, the sum of - - - - -	11,144 6 6½ } exclusive of value of land	Vote of Council	No return on the average of years beyond the cost of maintenance.
1831	The Corporation voted to Mr. Summer, surgeon of Formby, in testimony of their sense of his humane and intrepid exertions in saving several lives from the wreck of one of the pilot boats, the sum of - - - - -	50 - -	Vote of Council	No return.
1833	The Corporation voted for the relief of families of pilots wrecked at Formby, the sum of - - - - -	100 - -	Vote of Council	No return.
1834	The Council voted Lieutenant Low, emigration agent -	200 - -	Vote of Council	No return.
"	Previously to the year 1835 the assizes for the whole of the county of Lancaster were held at Lancaster, 50 miles from Liverpool and Manchester, and from many of the principal manufacturing towns. The facilities now afforded by railways had not then been brought into operation; as the business for so populous a county was very large, the greatest inconvenience was felt, not only by those who were suitors in the courts, but by jurymen and witnesses from the southern and manufacturing parts of the county, who were frequently detained at Lancaster a week and upwards, occasioning very large expenses to the county in criminal cases, and to the parties in causes. Strenuous efforts were for several years made to have the business of the county divided, and the assizes held at Liverpool, but this was not accomplished until 1835. The Corporation then undertook, that if the assizes were removed to Liverpool they would allow the use of their sessions house as courts, and provide suitable accommodation for the judges at the expense of the Corporation. They stated their inability to do more than this, because at the time of the correspondence with the Home-Office on this subject the title to the town dues was in dispute. From the immense increase of business at the assizes, consequent upon this removal, the sessions house, the only courts the Corporation possessed, was found wholly insufficient to provide proper accommodation for the judges, the bar, and those having business in the courts, and the Corporation therefore determined to erect a more suitable building, and they were authorised to do so by the Improvement Act, 1 Vict. c. 115. s. 47. About the same time a hall for musical festivals and other public purposes was required, and a number of the inhabitants took shares, and became members of an association to erect it. The Corporation and these subscribers both advertised for plans, and in each case the designs of the late Mr. Lonsdale Elmes were successful. The Corporation, as authorised by the Improvement Act of 1 Vict. s. 48, agreed to give the land for the hall, in consequence of which they required certain conditions and facilities for the public in the building when finished. These it was feared would lead to much difficulty with the subscribers, and it was ultimately therefore determined that the Corporation should erect both buildings, and devote them to general public purposes, under their own control. Mr. Elmes therefore amalgamated his designs, and the result is the present structure, which, though used for local public purposes, provides also adequate accommodation for the assize business of the southern division of the county, comprising Manchester and the principal manufacturing districts. The courts and judges' house at Lancaster were provided, at a large expense, by means of a rate upon the whole county, but the courts and judges' residence at Liverpool are provided by the Corporation at their cost, and in relief of the county rate. The building also contains a court for the Vice-Chancellor of the Duchy of Lancaster, in which he holds sittings three times a year, and the Corporation also provide accommodation for the resident registrar of the court, which offices are in daily use.			
1835	The Corporation agreed to join with the Dock Committee in improving the approaches to Prince's Basin, and gave 1,000 yards of land for that purpose.	Value of land not known.	Vote of Council -	No return.
1836	The Corporation expended in dredging the bar of the Victoria Channel, which was the principal entrance into the port, with a view of producing a greater depth of water, the sum of - - - - -	2,282 - -	Vote of Council -	No return.
1837	Representations having been made that the construction of the gunpowder magazines was defective, the Corporation applied to the Board of Ordnance for the services of an officer to examine and report upon the same. An officer was accordingly sent down, who suggested various alterations and improvements, to effect which the Corporation purchased additional land, and re-erected the buildings.	15,525 - -	Votes of Council, and Act 14 & 15 Vict., c. 67.	100 <i>l.</i> per annum.

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
		£. s. d.		£. s. d.
1837— <i>continued.</i>	buildings. The cost incurred by the Corporation was 9,826 <i>l.</i> , exclusive of the land. The original leases were surrendered, and new leases granted, for terms of years, the fines for which amounted in the whole to the sum of 7,410 <i>l.</i> , leaving an excess of expenditure by the Corporation of the sum of 2,416 <i>l.</i> , exclusive of land. Under these leases the several lessees remained in possession until the year 1851, when a representation was made to the Home Secretary, that owing to the increase of the population in the neighborhood of the magazines, and the number of steamers frequenting the river, the storage of a large quantity of powder in that situation was dangerous; the Government consequently issued a commission, which reported that, from altered circumstances, the site was not suitable, and the large quantity of powder dangerous. Government accordingly introduced a Bill, in 1851, to repeal the exemption contained in the General Act as to the storage of gunpowder in favour of these magazines, which Act was passed; but by that Act the Corporation were required to compensate the lessees in respect of their interests; and the Corporation accordingly, as required by the Act, paid these lessees 9,780 <i>l.</i> The land and buildings reverted to the Corporation, and are now held by them; and the loss upon this transaction amounted to 15,525 <i>l.</i>			
1842	In this year the Corporation promoted a Bill for the conservancy of the River Mersey, which was passed as the Act of the 5 & 6 Vict., c. 110, by which Act two-thirds of the cost incurred by the Conservancy Commissioners are charged upon the funds of the Corporation, and one-third upon the funds of the dock trustees. The Corporation expended, in defraying the costs of obtaining this Act, the sum of - - - - -	1,002 - -	Act 5 & 6 Vict., c. 110.	No return.
	Since the passing of this Act the Corporation have expended, in payments to the Conservancy Commissioners, and for raising and removing wrecks and other obstructions, the sum of - - - - -	30,312 - -	Same Act - - -	No return.
1840	The Corporation gave a piece of land as the site of a sailors' home, on which a suitable building has been erected, and in connexion with it a savings bank for seamen, and other institutions well calculated to raise the character, and add to the usefulness of the seamen of the Port. The value of land - - - - -	8,500 - -	Vote of Council -	No return.
1843	The Corporation have expended, in constructing and maintaining a new observatory establishment, with suitable instruments and appliances for rating chronometers, the sum of 10,842 <i>l.</i> 6 <i>s.</i> 10 <i>d.</i> The annual expenses of the establishment exceeding the receipts by about 400 <i>l.</i> per annum.	10,842 6 10	Vote of Council, and Act 4 Vict. (Dock Act).	No return.
"	In consequence of fires in warehouses having been of very frequent and alarming recurrence, whereby the insurance in mercantile produce had enormously increased, to the detriment of trade, inasmuch as insurances which could be effected in London at 2 <i>s.</i> 6 <i>d.</i> per cent. could not be effected under similar circumstances in Liverpool under 20 <i>s.</i> per cent., the Corporation, at the request of the mercantile associations of the town, introduced a Bill, which was passed as the Act 6 & 7 Victoria, and subsequently amended by the Act 7 & 8 Victoria, regulating the construction of warehouses, for the better protection of such buildings and property therein from fire. Under these Acts the Council are required to keep a registry of every warehouse built, rebuilt, or altered, conformably with the restrictions of the Act; and to appoint and pay surveyors of warehouses for the purposes thereof.			
	The Corporation expended in obtaining these Acts the sum of - - - - -	2,280 17 2	6 & 7 Vict., and 7 & 8 Vict.	No return.
	And in consequence of the passing thereof, the rate of insurance in the town of Liverpool has been greatly reduced.			

Date.	DESCRIPTION OF PURPOSE.	Amount Expended.	Authority under which Expended.	Return produced, if any.
		£. s. d.		
1844	The Corporation gave land for the site of the Northern Hospital, being a free hospital, rendered necessary to receive patients from the numerous accidents constantly occurring to persons employed about the docks. The value of this land was - - - - -	8,532 - -	Vote of Council, and Improvement Acts, 1 Vict.	No return.
1845	In consequence of the extension of the Liverpool Docks, the river craft and coasting vessels had been deprived of the accommodation they formerly had; from this circumstance, and the increasing number of vessels, the Corporation provided a dock and basins, with wharves for their accommodation, the cost of which, with the value of the land, was - - - - -	94,500 - -	Vote of Council	Return, 2,500 <i>l.</i> per annum.
1850	The Corporation contributed towards widening the new road made by the dock trustees, along the east margin of the central docks, for the purpose of providing accommodation for the mercantile traffic. The value of the land so contributed by the Corporation amounts to - - - - -	30,000 - -	Vote of Council, and Act of Parliament, 9 & 10 Vict. c. 9.	No return.
	Under the Birkenhead Docks Act 1855, passed in pursuance of a recommendation of a Committee of the House of Commons, of which the Right honourable H. Labouchere was chairman, the Corporation became the purchasers of the undertakings of the Birkenhead Dock Trustees, and of the Birkenhead Dock Company, who were respectively authorised to construct docks and works in Wallasey Pool, on the Cheshire side of the River Mersey, under several Acts of Parliament, the first of which was obtained in 1844. The Birkenhead Dock Trustees, as recited in an Act promoted by themselves, were declared to be in a state of insolvency, and unable to complete the works which they were authorised to construct. The Act of 1855 recites, that it is expedient that the Birkenhead Docks should, with as little delay as possible, be constructed and completed in such manner as should render them most available for commercial purposes for the Port of Liverpool, and that the completion of those docks would be advantageous to the Port of Liverpool, and to the public. Under these circumstances the Corporation consented to become the purchasers of these undertakings, and to complete them according to the best plan that could be devised. And as required by the Act of 1855 they have purchased these undertakings, and have issued bonds for such purchase to the aggregate amount of 1,143,000 <i>l.</i>, and are also under obligation to provide the necessary funds for the completion of the works, which are estimated to cost upwards of 1,000,000 <i>l.</i>, in addition thereto. The bonds already given, and those to be issued for completion of the works are, and will be, a charge upon the borough fund of the borough, and the receipts from the undertaking, so far as already completed, are utterly inadequate to meet the current interest on such bonds.			
	The amount of bonds already issued is - - -	1,143,000 - -	Birkenhead Dock Acts, 1855.	No return.
1856	In consequence of the frontage of the river on the Liverpool side being; from time to time, absorbed in dock purposes, shipbuilders, and others requiring such frontage, were compelled to remove, from time to time, and those trades declined in the Port. The Corporation, therefore, laid out land belonging to them in Birkenhead, and fronting the river, as shipwrights' yards and graving docks, and expended thereon upwards of 84,000 <i>l.</i> , granting leases to eminent shipbuilders on the terms stated in this Return - - - - -	84,517 - -	Vote of Council	See Return, No. 10.

No. 7.

RETURN of the Amount of the Debt now charged directly or collaterally on the Borough Fund, giving the Date at which each Portion of the Debt was Contracted; the Purpose for which it was Contracted; the Authority under which it was Contracted; the Terms on which it was Contracted.

THE books of the Corporation do not enable us to trace the debt of the Corporation in the specific form required by the House. In order to give the fullest information in our power, the amount of debt at different periods in the history of the Corporation has been ascertained; and the principal items of their expenditure in new works, and exclusive of ordinary annual expenditure, being given at the same periods, the Return is made in the most accurate manner in which it can be given.

In the year 1773 the debt of the Corporation amounted to 32,370 *l*. The purposes for which this debt was contracted cannot be clearly traced; but the Corporation were at that time engaged upon the following works, for which it is supposed that the money was borrowed. The practice of the Corporation has always been, and now is, to borrow money on bonds under their corporate seal for an agreed number of years; and those bonds respectively bear interest after an agreed rate, being the current rate of interest at the time of the loan, and varying from 3 $\frac{1}{4}$ to 5 per cent. per annum.

Date and Amount of Debt.	Purpose for which Debt Contracted.		Authority under which Contracted.	Terms on which Contracted.
1773:		£.		
Amount of debt, 32,370 <i>l</i> .	Contributions and loan for the Old Dock and Salthouse Dock.	2,500		
	Constructing three graving docks -	Amount not stated.		
	Building new Exchange - - -	Amount not stated.	Vote of Council -	Varying as per agreement with each party lending money.
	Building St. George's Church - -	Amount not stated.	Act of Parliament, 1 Geo. 1.	ditto.
	Improving streets, &c. - - -	Amount not stated.	Vote of Council -	ditto.
1785:				
Amount of debt, 62,075 <i>l</i> .	Improving streets and highways -	11,379	Vote of Council -	ditto.
	Opening and widening streets -	6,099	- - ditto -	ditto.
	Purchase of land, South Shore, in anticipation of future requirements of the Dock Trustees, and sold to those Trustees in the year 1785.	29,000	- - ditto -	ditto.
	Enlarging No. 1 Graving Dock -	2,810	- - ditto -	ditto.
	Bounty to seamen - - -	1,273	- - ditto -	ditto.
	Building a fort for the protection of the port.	4,522	- - ditto -	ditto.
	Royal Regiment of Liverpool Volunteers, raised by the Corporation, and presented to the Crown.	2,961	- - ditto -	ditto.
	Temporary Batteries - - -	56	- - ditto -	ditto.
	Gaol - - -	1,688	- - ditto -	ditto.
	Chantry Rents - - -	513	- - ditto -	ditto.
	TOTAL - - - £.	60,301		
1789:				
Amount of debt, 250,818 <i>l</i> . 1s. 6d.	New streets - - -	175,295	Act of Parliament, 26 Geo. 3.	ditto.
	Opening and widening streets -	3,600	Vote of Council -	ditto.
	Town Hall - - -	230	- - ditto -	ditto.
	Gaol - - -	20,294	- - ditto -	ditto.
	Almshouses - - -	2,382	- - ditto -	ditto.
	TOTAL - - - £.	201,801		

Date and Amount of Debt.	Purpose for which Debt Contracted.	£.	Authority under which Contracted.	Terms on which Contracted.
1797:				
Amount of debt, 443,070 <i>l.</i> 2 <i>s.</i> 5 <i>s.</i>	Opening and widening streets -	4,105.	Vote of Council	Varying as per agreement with each party lending money.
	Dock improvements -	12,578	ditto	ditto.
	Bounty to seamen -	1,721	ditto	ditto.
	Town Hall -	16,274	ditto	ditto.
	Baths -	1,533	ditto	ditto.
	Gaol -	18,906	ditto	ditto.
	TOTAL -	55,117		
1814:				
Amount of debt, 395,347 <i>l.</i> 19 <i>s.</i> 5 <i>d.</i>	Making streets, highways, and sewers.	42,315	ditto	ditto.
	Improving Manchester Quay and Basin.	4,615	ditto	ditto.
	Improving ground, south shore -	9,000	ditto	ditto.
	Improving ground, north shore -	1,502	ditto	ditto.
	Repairing and improving graving docks.	27,382	ditto	ditto.
	Lengthening Queen's Dock -	932		
	Cost of obtaining new Dock Act -	342	Act of Parliament, 26 Geo. 3.	ditto.
	Preparations for defence of town -	3,727	Vote of Council	ditto.
	Town Hall -	59,408	ditto	ditto.
	Bridewell -	3,588	ditto	ditto.
	Gaol -	24,528	ditto	ditto.
	Chantry Rents -	121	ditto	ditto.
	Walling round ground of free school	1,202	ditto	ditto.
	Tobacco warehouse -	35,295	ditto	ditto.
	Oil-house -	4,124	ditto	ditto.
	Sundry expenditure for churches -	21,273	Act of Parliament	ditto.
	TOTAL -	239,354		
1819:				
Amount of debt, 393,289 <i>l.</i> 7 <i>s.</i> 2 <i>d.</i>	Streets and highways -	12,700	Vote of Council	ditto.
	Opening and widening streets -	23,511	ditto	ditto.
	Lengthening Queen's Dock -	14,233	ditto	ditto.
	Town Hall -	16,143	ditto	ditto.
	Gaol -	3,894	ditto	ditto.
	Survey of River Mersey -	298	ditto	ditto.
	St. George's Church steeple -	2,076	ditto	ditto.
	TOTAL -	72,945		
1825:				
Amount of debt, 435,801 <i>l.</i> 18 <i>s.</i> 6 <i>d.</i>	Streets and highways -	26,850	ditto	ditto.
	Opening and widening streets -	26,541	ditto	ditto.
	Repairing graving docks -	13,710	ditto	ditto.
	Town Hall -	19,197	ditto	ditto.
	Infirmery -	15,000	ditto	ditto.
	Gaol -	1,570	ditto	ditto.
	New baths -	9,633	ditto	ditto.
	Survey of River Mersey -	5,021	ditto	ditto.
	Public free schools -	2,264	ditto	ditto.
	Sessions House -	140	ditto	ditto.
	Purchase of land, Cheshire -	7,107	ditto	ditto.
	Sundry expenditure on churches -	37,046	ditto	ditto.
	TOTAL -	164,079		

Date and Amount of Debt.	Purpose for which Debt Contracted.	£.	Authority under which Contracted.	Terms on which Contracted.
1830 :		£.		
Amount of debt, 792,593 <i>l.</i> 19 <i>s.</i>	Opening and widening streets -	266,155	Act of Parliament, 7 Geo. 4.	Varying as per agreement with each party lending money.
	Streets and highways - - -	69,961	Vote of Council - - -	ditto.
	Lighthouse - - - - -	27,609	- - ditto - - - - -	ditto.
	Repairing graving docks - - -	6,517	- - ditto - - - - -	ditto.
	Town Hall - - - - -	6,636	- - ditto - - - - -	ditto.
	Infirmary - - - - -	6,657	- - ditto - - - - -	ditto.
	Baths - - - - -	21,104	- - ditto - - - - -	ditto.
	Survey of River Mersey - - -	3,606	- - ditto - - - - -	ditto.
	Resisting encroachments on ditto -	13,324	- - ditto - - - - -	ditto.
	Public free schools - - - - -	14,080	- - ditto - - - - -	ditto.
	Sessions-house - - - - -	19,172	- - ditto - - - - -	ditto.
	New Custom-house - - - - -	55,342	- - ditto - - - - -	ditto.
	Purchase of land, Wallasey Pool -	173,157	- - ditto - - - - -	ditto.
	Sundry payments on account of churches.	41,783	Act of Parliament - - -	ditto.
	TOTAL - - - £.	725,103		
1835 :				
Amount of debt, 1,008,561 <i>l.</i>	Streets and highways - - - -	21,232	Vote of Council - - - -	ditto.
	Opening and widening streets -	78,716	- - ditto - - - - -	ditto.
	Lighthouse - - - - -	2,742	- - ditto - - - - -	ditto.
	River wall, north shore - - -	68,766	- - ditto - - - - -	ditto.
	Old Botanic Gardens - - - -	7,213	- - ditto - - - - -	ditto.
	Wallasey Embankment - - - -	6,882	- - ditto - - - - -	ditto.
	Barracks - - - - -	349	- - ditto - - - - -	ditto.
	Landing piers - - - - -	3,564	- - ditto - - - - -	ditto.
	Public free-schools - - - - -	4,677	- - ditto - - - - -	ditto.
	New Custom-house - - - - -	1,539	- - ditto - - - - -	ditto.
	Warehouses, George's Dock - -	13,207	- - ditto - - - - -	ditto.
	Sundry payments on account of churches.	30,595	Acts of Parliament - - -	ditto.
	TOTAL - - - £.	239,482		

RECAPITULATION of the foregoing Statement.

	£.		£.
1773 :—Amount of bond debt at this date - - - - -	32,370	Landing Piers - - - - -	3,564
1835 :—December 24, Amount of bond debt added since 1773 - - -	976,191	Custom-house (expended to 1835) -	56,881
		Town Hall - - - - -	117,888
		Gaol - - - - -	70,880
		Bridewell - - - - -	3,588
Amount of bond debt at passing of the Municipal Act - - - £.	1,008,561	Sessions-house - - - - -	19,312
		Tobacco warehouse - - - - -	35,295
		Oil-house - - - - -	4,124
Expended during the period between 1773 and 1835 :		New baths - - - - -	32,270
New streets and highways, and opening and widening streets - - -	768,549	Almshouses for seamen's widows -	2,382
Land for and sundry alterations and extensions in docks, graving docks, &c. -	121,100	Rebuilding fronts of warehouses east side of George Dock - - - - -	13,207
River wall, &c. at North End - - -	70,268	Infirmary - - - - -	21,657
Lighthouse - - - - -	30,351	Chantry rents - - - - -	634
Wallasey Embankment - - - - -	6,882	Botanic Gardens (old) - - - -	7,213
Resisting encroachments on River Mersey - - - - -	13,324	Public free schools - - - - -	22,223
Surveys of River Mersey - - - - -	8,925	Purchase of land, Cheshire - - -	180,264
Building a fort and sundry preparations for defence of town - - - -	11,615	Payments on account of churches -	132,773
Bounty to seamen - - - - -	2,994		
		Amount added to debt - - -	1,758,173
		Amount paid out of money arising from sales of reversions, &c. £.	976,191
			781,982

STATEMENT of Bond Debt since the passing of the Municipal Act, viz. :

	£.	s.	d.	£.	s.	d.
Amount of Bond Debt, 24 December 1835	-	-	-	1,008,561	-	-
Since borrowed under the Improvement Act of 1837	250,063	13	8			
Borough Fund Act of 1840, with the consent of the Treasury	225,739	14	-			
Gaol Act	196,736	18	-			
Museum Act	3,800	-	-			
Baths and Washhouses Act	32,926	6	-			
				709,266	11	8
				1,717,827	11	8
Since paid off	-	-	-	564,828	9	3
				1,152,999	2	5
Bonds issued under Birkenhead Dock Act, 1855	-	-	-	1,143,000	-	-
Feb. 1857. Amount of Bond Debt	-	-	£.	2,295,999	2	5

STATEMENT showing Amounts Borrowed under different Acts of Parliament since 1835, and how the same have been applied.

	£.	s.	d.	£.	s.	d.
Borrowed under Improvement Act of 1837	-	-	-	250,064	-	-
Applied for new assize courts	84,106	-	-			
Improvements in sundry streets, Canning-place, Cooper's-row, Water-street, Dale-street, Lime-street, &c.	165,900	-	-			
				250,006	-	-
Borrowed under Borough Fund Act of 1840	-	-	-	225,739	-	-
Applied for purchase of hotel and land in Birkenhead	28,046	-	-			
Land: Manure-yard, Vauxhall-road	12,480	-	-			
„ Market in Gill-street	6,990	-	-			
Board of Ordnance, account of fort	4,641	-	-			
Land: Yellow-house estate	20,000	-	-			
Fish Hall, now Weights and Measures Office	3,650	-	-			
New assize courts	90,343	-	-			
New landing stage	59,500	-	-			
Balance paid into borough fund	89	-	-			
				225,739	-	-
Borrowed under Prisons Act, and applied for building new gaol at Walton	-	-	-	196,736	-	-
Borrowed under Museum Act, and applied for purchase of Botanic Gardens	-	-	-	3,800	-	-
Borrowed under Baths and Washhouses Act	-	-	-	32,926	-	-
Applied for building and altering baths and washhouses, Cornwallis-street, Frederick-street, &c.	33,049	-	-			

The Corporation have also incurred a debt on the water account, under the provisions of the Acts relating to the Liverpool Corporation Water Works, amounting to - - £. 1,560,255 - -

This amount is secured by the rates and rents leviable under those Acts, and by "the Liverpool Corporation Water Works Amendment Act, 1850," section 15. The borough fund of the borough is made collaterally liable for the interest payable on the debt, and the property of the Corporation is collaterally liable for the principal; the interest varies from 3½ per cent. to 4¾ per cent. per annum.

The above sum has been expended under the powers of the said Acts, in the purchase of the Liverpool and Harrington, the Bootle Water Works at Liverpool, the Chorley Water Works, and in the construction of the Rivington Water Works.

No. 8.

RETURN of the Quantity of Land Reclaimed from the Mersey by the Expenditure of Monies belonging to the Dock Estate, and claimed by the Corporation as their Property, and an Account of any subsequent Grants or Sales of any such Lands, giving in the case of each Grant or Sale, the Date of the Transaction, the Party to whom such Land was Granted or Sold, the Quantity, Description, and Situation of the Land Granted or Sold, the Price or Consideration (if any), Paid or Given by the Dock Estate, the mode in which the Price (if any), was Determined, the Authority whether by Act of Parliament or otherwise, under which the Grant or Sale was made, to be accompanied by a Map, showing the original and present Condition of the Land so Granted or Sold.

No land has been reclaimed from the Mersey by the expenditure of monies belonging to the Dock Estate, and claimed by the Corporation as their property. But excavations from the dock works have, at the request of the dock trustees, and for their benefit and advantage, been placed from time to time upon land contiguous to such works belonging to the Corporation or other parties.

Various transactions with reference to land have taken place between the Corporation and the dock estate, between the year 1708, when the first dock Act was passed and the present time, comprising a period of nearly 150 years. Each and every of these transactions has taken place under the authority of Parliament, and is comprised in one or other of the following classes :

1. Free gifts of land and property by the Corporation for dock purposes.
2. Land and property purchased by the Corporation in anticipation of future dock requirements, and by the Corporation transferred to the dock trustees, when the necessity arose, at the then cost to the Corporation, and without any profit to that body on any such transaction.
3. Land and property belonging to the Corporation, and sold by them to the trustees of the docks, at the average price which they (the Corporation) had paid for adjoining land so purchased by them, in anticipation of dock requirements.
4. Land and property belonging to the Corporation required to be sold for dock purposes, and in every such case sold only at the price fixed by the verdict of a jury of the county, summoned by the sheriff for that purpose.
5. Land and property sold by the Corporation, at prices fixed by agreement between them and the dock committee, and specified in the Act of Parliament authorising the trustees to make the purchase.
6. Land and property sold by the Corporation, at prices fixed by agreement between them and the dock committee, but not specified in the Act authorising the trustees to make the purchase.

As applicable to each of the above heads, it may be stated that in every case, the gift or purchase of the land was sanctioned by Parliament; that, under the second head, the course pursued by the Corporation was this :

The dock trustees could purchase and hold such land only as Parliament authorised them so to purchase and hold, and by the rules of Parliament then and until lately subsisting, no such body was allowed to acquire or hold more land than they proved to Parliament was necessary for the works they were then applying for powers to construct; but the Corporation, previously to the passing of the Municipal Corporation Act, had unlimited authority to deal with their funds as they thought fit, and they did at various times make large purchases of property, knowing that ultimately such property would be required for dock purposes. The property so purchased was let by the Corporation, until wanted by the docks, and an account kept of the rents, in which account the interest on the purchase-money was debited; and when the property was transferred to the dock estate, the amount paid to the Corporation was the original purchase-money, debited with interest and credited with the rents received.

Under the third head, the Corporation were to obtain for their own land only the average price which had been paid for that of others.

Under the fourth head, the Dock Acts provided, that, in every such sale, the price awarded should be fixed by a jury of the county, summoned by the sheriff, and in every such case the price was so fixed. It should also be noticed that on the occasion of any such inquiry before a jury, the case of the dock trustees was conducted, not by the counsel or attorney of the dock trustees, but by counsel and attorney named specially for the purpose by the Audit Commissioners, and this system continued until the passing of the Act 6 Geo. 4, when the ratepayers being directly represented on the Committee by members of their body, elected by themselves, this precaution was no longer required.

Under the fifth head, the amount to be paid was stated in the Bill, and was therefore directly brought under the cognizance of Parliament, and of any Committee of either House appointed to investigate the merits and provisions of the Bill, and subject therefore to the remarks of any opponents of the Bill; and it may safely be said, that from the strong interest taken at all times in Liverpool by the merchants and mercantile bodies, in all matters relating to the docks, no such Bill was ever passed without the fullest scrutiny and examination by them. No sales or purchases between the two bodies were ever made under the circumstances stated under the sixth head, previously to the passing of the Municipal Corporations Act, which provides that no municipal corporation shall sell, alien, demise, or mortgage any of their real estate, without the consent of the Lords of the Treasury, and in each of the Dock Acts, passed subsequently to the passing of that Act (1835), and containing authority for the dock trustees to buy, and for the Corporation to sell any property, this provision is repeated, and every agreement made between the two bodies under any of these Acts has been submitted to, and approved by the Lords of the Treasury, after representation to them of all the circumstances of the case, and publication of the notices and memorial required by the Municipal Act in that behalf.

1st.—Free Gifts of Land and Property for Dock Purposes.

Date.	Quantity in Acres.	Description.	Situation.	Gifts in Money.	Authority.	—
				£. s. d.		
1710	5 $\frac{1}{4}$	Strand - -	Site of old dock and quays.	500 - -	8 Anne, c. 12.	Money given by vote of Council.
1738	9 $\frac{1}{4}$	- ditto - -	Site of Salthouse Dock and quays.	- - -	11 Geo. 2, c. 32.	—
„	9 $\frac{2}{3}$	- ditto - -	Site of dry dock, quays, and entrance - - -	1,000 - -	—	—
				- - -	ditto.	—
1762	17	- ditto - -	Site of George's Dock, basin, and quays.	- - -	2 Geo. 3, c. 86.	—
1785	15	- ditto - -	Site of King's Dock, basin, and quays.	- - -	25 Geo. 3, c. 15.	—
1811	4 $\frac{1}{8}$	Land and strand -	Part of Queen's Dock	- - -	51 Geo. 3, c. 143.	—
		Cash paid for lengthening ditto - -		15,165 - -	— ditto.	—
1825	Unknown	Reversionary interest in premises enumerated in Schedule (B.) of 6 Geo. 4, c. 187.		21,229 - -	6 Geo. 4, c. 187.	Note.—For improving quays and approaches to the central docks.
„	Unknown	Freehold property in possession - - -		4,000 - -	— ditto	

2nd.—Land and Property purchased by the Corporation in anticipation of future Dock requirements, and by the Corporation transferred to the Dock Trustees, when the necessity arose, at the then cost to the Corporation, and without profit to that body on any such transaction.

Date.	Quantity in Square Yards.	Description.	Situation.	Price Paid and Charged.	Mode by which Price was Determined.	Authority.
				£. s. d.		
1785	68,975	Land, buildings, and strand.	West side of Wapping, for site of Queen's Dock, and part of King's Dock, basin, and quays.	27,315 5 4	As directed by the Act.	25 Geo. 3, c. 15.
1806	41,165 $\frac{3}{4}$	- ditto - -	West side of Bath-street, for site of Prince's Dock.	41,528 19 9	- ditto - -	39 Geo. 3, c. 59, and 51 Geo. 3, c. 143.
1817	12,395	Fort - - -	Part of site, Prince's Dock.	4,173 15 -	- ditto.	—
1844	560,628	Strand - -	Site of Sandon Dock, and basin, graving docks, Huskisson Docks, &c.	17,837 5 10	- ditto - -	7 & 8 Vict. c. 80.

3d.—Land and Property belonging to the Corporation, and sold by them to the Trustees of the Docks, at the Average Price which they (the Corporation) had paid for Land adjoining, so purchased by them in anticipation of Dock repairs.

Date.	Quantity in Square Yards.	Description.	Situation.	Price.	Mode by which Price was Determined.	Authority.
				£. s. d.		
1806	51,117	Land and strand -	West side Bath-street, site for part of Prince's Dock.	25,877 18 10	As directed by Act.	39 Geo. 3, c. 59 ; 51 Geo. 3, c. 143.

4th.—Land and Property belonging to the Corporation required to be sold for Dock purposes, and in every such case sold only at the Price fixed by the Verdict of a Jury of the County, summoned by the Sheriff for that purpose.

Date of Verdict.	Quantity in Square Yards.	Description.	Situation.	Amount.	Authority.
				£. s. d.	
1816	Unknown	Reversionary interest in land and premises in the west side of Salthouse Dock.	Widening West Quay of Salthouse Dock.	11,342 17 -	39 Geo. 3, c. 59.
"	"	Reversionary interest in five houses and one warehouse, Bromfield-street.	South side of Old Dock -	1,249 1 -	51 Geo. 3, c. 143.
1819	5,313	Strand - - - -	West end, No. 1, Graving Dock.	974 1 -	- - ditto.
"	Unknown	Reversionary interest in three warehouses, west side, Salthouse Dock.	Widening West Quay of Salthouse Dock.	214 10 -	- - ditto.
"	162	Land, west side, Salthouse Dock.	- - ditto - - -	324 - -	- - ditto.
"	79,198	Enclosed land and strand west of Bath-street.	Site of Prince's Dock, basin, and quays.	50,058 15 7	- - ditto.
"	4,107	Enclosed land and strand west of Queen's Dock.	South Pier of Queen's Dock Basin.	1,391 11 8	- - ditto.
"	73,169	Enclosed land and strand south of Queen's Dock.	Site of the Union and Coburg Docks.	30,104 15 -	- - ditto.
1825	16,387	No. 4 and 5 Graving Docks	West side of Queen's Dock	29,800 - -	- - ditto.
1826	6,083	Reversionary interest in lands and houses, and property in possession, in Bromfield-street, Darwen-street, O'Kell's Weint, Carpenter's-lane, Old Dick Quays, comprised in Schedule (C.) of Act.	Enlarging Salthouse Dock, and Canning Dock and Quays.	18,361 13 -	6 Geo. 4, c. 187.
"	270,489	Enclosed land and strand northward of Prince's Dock Basin.	Sites of the Waterloo, Victoria, Trafalgar, and Clarence Docks Basin, Graving Docks, and Quays.	110,000 - -	6 Geo. 4, c. 187.
"	159,912	Enclosed land, buildings, and strand south of Coburg and Union Docks.	Site of Brunswick Dock and Basin.	65,900 - -	- - ditto.

5th. Land and Property sold by the Corporation at Prices fixed by Agreement between them and the Dock Committee, and specified in the Act authorising the Trustees to make the Purchase.

Date of Agreement.	Quantity in Yards.	Description.	Situation.	Amount.	Authority.
				£. s. d.	
1841	83,353	Lands, buildings, and shipwrights yards, on the west side of the Salthouse Dock, and the strand in front thereof, and Nos. 1, 2, and 3 Graving Docks.	Site of the Albert Dock and warehouses, and Nos. 2 and 3 Graving Docks, north of the Canning Dock entrance.	221,853 17 -	4 Vict., c. 30.

6th. Land and Property sold by the Corporation at Prices fixed by Agreement between them and the Dock Committee, but not specified in the Act authorising the Trustees to make the Purchase.

Date of Agreement.	Quantity in Square Yards.	Description.	Situation.	Price.	Mode in which Price was Determined.	Authority.
				£. s. d.		
1844	346,040	Basin and sea wall, enclosed land and strand northwards of the Clarence Graving Docks.	Site of the New North Docks, viz.: Salisbury, Col-lingwood, Nelson, Bramley, Moore, and Wellington Docks.	250,879 - -	By agreement under the powers of the Act.	7 & 8 Vict. c. 80.
1850	346	Warehouse and part of tobacco shed.	Wapping and Ausdell-street.	2,380 - -	- ditto - -	9 & 10 Vict. c. 109.
"	262 $\frac{1}{2}$	Public-house, house and shop, and two warehouses.	Wapping and Garden-street.	2,500 - -	- ditto - -	- ditto.
"	3,592	Three saltpetre warehouses.	East side of the King's Dock.	20,400 - -	- ditto - -	- ditto.
1851	30,891 $\frac{1}{2}$ exclusive of streets.	Chester and Ellismere basin, wharves, and buildings; the Manchester basin, wharves, and buildings; land and buildings on the north pier head of the Canning half-tide dock; public-houses, offices, warehouses, and sheds, Nova Scotia.	West side of Canning Dock and George's Dock passage.	112,584 - -	- ditto - -	- ditto.
"	5,347	Slate yards, shops, and offices.	Between Waterloo-road and Prince's Basin.	26,306 - -	- ditto - -	- ditto.
The Total Amount of transactions under the foregoing six heads is } £.				1,073,357 6 -		
And the monies expended by the Corporation in purchases in anticipation of the requirements of the docks as before stated, and in purchases of lands afterwards sold to the docks, and on works executed by the Corporation upon the said lands in the construction of graving docks, sea walls, and other improvements, is				388,251 17 1		
Leaving a balance accruing to the Corporation of - }				£. 685,105 8 11		

No. 9.

ACCOUNT of all Purchases by the Corporation of Land on the Cheshire side of the Mersey, giving in each case the Date of the Purchase, the Parties from whom the Purchase was made, the Quantity, Description, and Situation of the Land purchased, and the Price given; with a Map showing the Situation of the Land.

LANDS comprising the Sites of Buildings formerly used as Gunpowder Magazines, and of other Lands and Buildings in the Township of *Liscard*, in the Parish of *Wallasey*.

Date of Purchase.	Party from whom Purchase made.	Quantity.			Description.	Situation.	Price.		
		a.	r.	p.			£.	s.	d.
21 February 1752	Robert Richardson and another.	2	0	18	Land - -	Liscard - -	30	-	-
29 July - 1812	Samuel M ^d Dowall -	1	2	26	ditto - -	ditto - -	Consideration consisted of an allotment of common or waste, adjoining or near to the land purchased, and containing 5 a. 3 r. 30 p.		
12 May - 1837	Devises of John Miller	4	1	22	ditto - -	ditto - -			
14 January 1839	James Levy - -	0	1	32	ditto - -	ditto - -			
1837 to 1841 -	Cost of reconstructing the magazines according to a plan approved by the Board of Ordnance - - - - -						6,648	17	-
1852 - - -	Amount paid to the lessees on the surrender of their respective leases, in conformity with the Act 14 & 15 Vict., c. 67 - - - - -						9,780	-	-

This land is shown by the accompanying Plan, marked (A.); but the intermediate boundaries having been destroyed, the several parcels cannot be now distinctly marked thereon.

LAND on the North Side of *Wallasey Pool*, in the Township of *Poulton-cum-Seacombe*, in the Parish of *Wallasey*, shown on the Plan marked (B.)

No. on Plan.	Date of Purchase.	Party from whom Purchase made.	Quantity.			Description.	Situation.	Price.		
			a.	r.	p.			£.	s.	d.
14	2 January 1829	William Quirk and another.	9	1	0	Land and foreshore	North side of Wallasey Pool.	8,400	-	-
15	2 January 1829	John Askew - -	13	0	13	Land, foundry, and buildings.	ditto - -	18,736	-	-
"	18 Nov. 1840	Henry Stephenson Hewett, and another.	0	0	2	Common allotment	ditto - -	45	-	-

LAND called the North Reserve, in the said Township of *Poulton cum-Seacombe*, in the Parish of *Wallasey*.

No. on Plan.	Date of Purchase.	Party from whom Purchase made.	Quantity.			Description.	Situation.	Price.		
			a.	r.	p.			£.	s.	d.
1	17 October 1855	John Abel Smith -	60	0	0	Foreshore - -	North side of Wallasey Pool.	100,000	-	-

Note.—This land was purchased by transfer of a contract with the Commissioners of Woods, Forests, and Land Revenues, dated 14th October 1852, the consideration therefor being 60,000 *l.*, payable by a deposit of 9,000 *l.*, and annual instalments of 6,000 *l.*, with interest at four per cent., in conformity with the contract.

At the date of the purchase by the Corporation, 45,000 *l.* remained to be paid to the said Commissioners; and 55,000 *l.* was paid to Mr. Smith, for his interest in the contract with the Commissioners of Woods, &c., and for expenditure incurred by him, pursuant to such contract.

At the time of the contract being made with the Commissioners of Woods, &c., for the sale of this property, it was part of the bed and shore of the river Mersey and Wallasey Pool, open and unenclosed, covered by every tide, and wholly unproductive of rent or profit to the Crown.

The purchase was made by the Corporation, after the transfer of the Birkenhead Docks to them, to enable them to construct and complete those docks in the most complete manner.

LANDS, &c., on the South Side of *Wallasey Pool*, in the Township or Chapelry of *Birkenhead*, in the County of *Chester*, shown on the Plan marked (B.)

No. on Plan.	Date of Purchase.	Party from whom Purchase made.	Quantity.			Description.	Situation.	Price.		
			a.	r.	p.			£.	s.	d.
1 ^a	4 Dec. 1828	Francis Richard Price, Esq.	42	3	2	Land - - -	South side of Wallasey Pool.	17,150	-	-
2	4 Dec. 1828	Sir John Tobin, Knight, and William Laird, Esq.	83	1	20	Land - - -	- - ditto -	60,531	-	-
3	4 Dec. 1828	The same - -	29	0	16	Land - - -	- - ditto -	24,126	-	-
4	4 Dec. 1828	Wm. Lawton and Thomas Brassey.	1	1	32	Land and buildings	- - ditto -	6,917	10	-
5	4 Sept. 1828	Wm. Hetherington and others.	13	0	10	Land and patent slip	- - ditto -	22,109	12	4

LANDS, &c., on the Left Bank of the River *Mersey*, in the said Township of *Birkenhead*, shown on the Plan marked (B.)

No. on Plan.	Date of Purchase.	Party from whom Purchase made.	Quantity.			Description.	Situation.	Price.		
			a.	r.	p.			£.	s.	d.
6	22 Dec. 1827	Joseph Storey -	5	1	26	Land - - -	West bank of River Mersey.	9,826	17	6
7	13 Dec. 1827	Francis Richard Price and others.	0	0	29	Site of street -	- - ditto -	339	15	-
8	13 Dec. 1827	Joseph Harrison -	2	3	6	Land - - -	- - ditto -	5,065	17	6
9	28 Aug. 1824	William Fairhurst and others.	5	3	19	Land - - -	- - ditto -	7,107	-	-
10	9 Feb. 1841	James Clough and another.	0	1	13	Land and houses -	- - ditto -	3,890	10	-
11	July and August 1841.	The Devises of Leonard Addison, William Hetherington and others, and John Grindrod and another.	9	0	12	Land, hotel, houses, buildings, and ferry.	- - ditto -	73,800	-	-
12	26 Aug. 1856	The Devises of Geo. La French.	0	1	1	Hotel and buildings	- - ditto -	3,500	-	-
13	22 Nov. 1853	The Commissioners of Woods, Forests, and Land Revenues.	7	1	23	Foreshore of the river unreclaimed and covered by the tide.	- - ditto -	4,000	-	-
Monies expended in reclaiming the last-mentioned lands, and of constructing graving docks and buildings thereon, and on portions of the foregoing lands, now demised to sundry tenants, as more particularly stated under the next head of this Return								84,517	-	-

Note.—A large portion of the property on the south side of Wallasey Pool was comprised in a lease granted by the Corporation of Liverpool to the Birkenhead Dock Company, as noticed particularly under the next head of this Return. That Company having purchased the rights of the various immediate lessees from the Corporation, took up a new lease directly from the Corporation. They continued in possession of the property until the passing of "The Birkenhead Docks Act, 1855," by which all the rights and property were transferred to the Corporation in consideration of the sum of 751,537 *l.* paid to them in bonds by the Corporation, as specified in that Act.

Under the same Act the rights and property of the Birkenhead Dock Trustees were also transferred to the Corporation in consideration of the sum of 391,463 *l.* paid to them in bonds by the Corporation. The property vested in the Trustees, and so transferred to the Corporation, subject to the obligations attaching thereto, is coloured Blue on the Plan marked (C.) which accompanies this Return.

No. 10.

RETURN of all Sales or Leases by the Corporation of *Liverpool* of Land on the Cheshire side of the River Mersey, giving in each case the Date of the Sale or Lease; the Parties to whom such Sale or Lease was made; the Quantity, Description, and Situation of the Land Sold or Leased; in case of a Lease, the Term for which Leased, the Price, Rent, or other Consideration received; accompanied with a Map, showing the situation of the Land.

LANDS and Buildings at *Liscard*, in the Parish of *Wallasey*, in the County of *Chester*, used as the Gunpowder Magazines, as shown by the Plan marked (D.)

No. on Plan.	Date of Lease.	Party to whom Lease made.	Quantity.	Description.	Situation.	Term of Years.	Fine or Price.			Rent.
			<i>Yards.</i>				<i>£.</i>	<i>s.</i>	<i>d.</i>	
1, 2, & 3	22 March 1842.	Messrs. Horsfall & Tobin.	264	Magazine	Liscard -	45	1,378	-	-	- nil.
5	Ditto -	John Caldwell -	88	ditto -	ditto -	"	760	-	-	- nil.
6	Ditto -	- - Same - -	88	ditto -	ditto -	"	700	-	-	- nil.
7	Ditto -	Christr. Wilson and others.	88	ditto -	ditto -	"	321	-	-	- nil.
8	Ditto -	- - Same - -	88	ditto -	ditto -	"	700	-	-	- nil.
9	Ditto -	John Wakefield -	88	ditto -	ditto -	"	321	-	-	- nil.
10	Ditto -	- - Same - -	88	ditto -	ditto -	"	483	6	8	- nil.
11 & 12	Ditto -	James Stanton -	176	ditto -	ditto -	"	878	-	-	- nil.
13 & 14	Ditto -	John Parkin and others.	176	ditto -	ditto -	"	1,154	-	-	- nil.
15 & 16	Ditto -	Chas. B. Curtis and another.	176	ditto -	ditto -	"	820	-	-	- nil.
4	9 Sept. 1843.	Messrs. Curtis & Harvey.	88	ditto -	ditto -	"	749	11	-	- nil.

And the use of the surrounding enclosed ground in joint tenancy, containing an area of about 31,500 square yards.

Note.—These leases were granted to the above parties on the surrender of such existing leases as were held by them, or some of them, at the time of the rebuilding of the Magazines by the Corporation, in the year 1837.

On the passing of the Act 15 Vict. c. 67, introduced by the Government, for the purpose of compelling the removal of the Magazines from the above site, the above leases were surrendered, the lessees receiving from the Corporation, as required by the Act, the sum of 9,780*l.* The land and buildings reverted to the Corporation, and produce a rental of 100*l.* per annum.

7th February 1855.—Resolution of the Council, to grant, without consideration in money or rent, a piece of land belonging to the Corporation near the magazines at Liscard, to the Officers of the Board of Ordnance, for the purpose of erecting a battery thereon for the protection of the port (subject to an arrangement with the Dock Committee as to the Life Boat House now standing on part of such land, and to the approval of the Lords Commissioners of Her Majesty's Treasury), containing about 3,400 square yards.

LANDS and BUILDINGS on the Margin of *Wallasey Pool* and the River *Mersey*, as shown by the Map or Plan marked (E.)

Number on Plan.	Date of Lease.	PARTY TO WHOM LEASE MADE.	Quantity.	Description.	Situation.	Term of Years.	Fine or Price.	Rent.
1	21 Sept. 1833	Thomas Harrison	Yards. 695	Building land	Church-street	999	£. 347 13 4	£. s. d. nil.
2	16 " "	Thomas Gregory	693	- ditto	- ditto	ditto	347 5 -	ditto.
3	16 " "	- Same	692	- ditto	- ditto	ditto	346 13 4	ditto.
4	25 June 1834	David Appleton	692	- ditto	- ditto	ditto	346 2 -	ditto.
5	31 Oct. 1834	- Same	691	- ditto	- ditto	ditto	345 15 -	ditto.
6	16 May 1835	- Same	689	- ditto	- ditto	ditto	345 - -	ditto.
7	14 Nov. 1835	- Same	687	- ditto	- ditto	ditto	343 16 8	ditto.
8	14 " "	- Same	686	- ditto	- ditto	ditto	342 12 -	ditto.
9	19 Dec. 1835	- Same	685	- ditto	- ditto	ditto	342 - -	ditto.
10	19 " "	- Same	684	- ditto	- ditto	ditto	- - -	ditto.
11	Clerical error, no number on Plan.							
12	18 April 1854	Messrs. Clover and Royle	15,825	- - - Graving-docks and ship-building yards and buildings.	West bank of the Mersey	25	- - -	1,478 6 3
13	13 " "	Messrs. Clayton and McKeverigan	15,213	- ditto	- ditto	ditto	- - -	1,472 - -
14	13 " "	John Laird	38,085	- ditto	- ditto	ditto	- - -	2,719 10 -
15	14 June 1851	E. G. and S. Willoughby	4,132	Ferry and buildings	- ditto	14	For 1st 7 years For 2d 7 years	200 - - 300 - -
16-18	18 April 1846	William Potter	21,000	Land	- ditto	75	19,057 10 -	nil.
17	15 Dec. 1846	John and William Walker	3,621	ditto	- ditto	ditto	3,258 18 -	ditto.
19	5 July 1851	Marcus Freeman Brownrigg	3,555	ditto	- ditto	ditto	3,199 10 -	ditto.
20	29 Dec. 1855	Christopher Hird Jones	2,972	ditto	- ditto	ditto	2,674 16 -	ditto.
21	9 Mar. 1846	Messrs. Laird and Brownrigg	3,052	ditto	- ditto	ditto	2,746 16 -	ditto.
22	6 Jan. 1846	- Same	16,780	ditto	South side of Wallasey Pool	ditto	5,873 - -	ditto.
23	17 Nov. 1845	- Same	32,130	ditto	- ditto	ditto	11,245 10 -	ditto.
24	15 Dec. 1843	William and Alexander Adamson	13,380	ditto	- ditto	ditto	11,873 - -	ditto.
25	15 " "	Thomas Boydell Golborne	3,410	ditto	- ditto	ditto	2,557 10 -	ditto.
26	6 " "	James Aiken and Others	3,800	ditto	- ditto	ditto	2,850 - -	ditto.
27	15 " "	Thomas Brassey	6,676	ditto	- ditto	ditto	7,009 16 -	ditto.
28 ^a	15 " "	John and William Walker	6,852	ditto	- ditto	ditto	4,111 4 -	ditto.
28 to 40 inclusive.	31 " "	William Potter, William Jackson, and Marcus Freeman Brownrigg, on behalf of the Birkenhead Dock Company, and afterwards surrendered and re-demised to the following parties. The Birkenhead Dock Company, including the land numbered 28 ^a .	-	ditto	- ditto	ditto	265,090 8 -	ditto.
28	29 Oct. 1850	John Laird	457,318	ditto	- ditto	ditto	6,167 4 6	ditto.
29 & 30	28 May 1852	- Same	64,160	ditto	Southward of Beaufort-road	75, from 1 March 1844.	- 5 -	ditto.
33, 37 & 39	28 " "	- Same	64,770	ditto	- ditto	ditto	- 5 -	ditto.
31, 32 & 40	28 " "	William Jackson	77,690	ditto	- ditto	ditto	- 5 -	ditto.
34, 35, 36	28 " "	- Same	61,179	ditto	- ditto	ditto	- 5 -	ditto.
and 38.								
41	3 Nov. 1834	John Bibby	18,200	Land and foundry	North side of Wallasey Pool	99	- - -	100 p' ann.

LIST OF PLANS.

PLAN A.—Land at Liscard, purchased as a Site for Gunpowder Magazines.

PLAN B.—Lands in Cheshire belonging to the Corporation of Liverpool, showing the several Purchases.

PLAN C.—Lands, &c., Wallasey Pool, Purchases from the Birkenhead Dock Trustees, under "The Birkenhead Docks Act, 1855."

PLAN D.—Land and Buildings at Liscard, comprising the Gunpowder Magazines, &c.

PLAN E.—Land in Cheshire, leased by the Corporation of Liverpool.

A.

Plan of Land
AT
LISCARD,
IN THE PARISH OF WALLASEY, AND COUNTY OF CHESTER,
purchased as a site for
GUNPOWDER MAGAZINES.



Stanhope & Co. Litho. Old Bailey, London

B.
PLAN OF LANDS IN CHESHIRE
Belonging to the
Corporation of Liverpool.
SHOWING THE SEVERAL PURCHASES.



D.

Plan of Land & Buildings

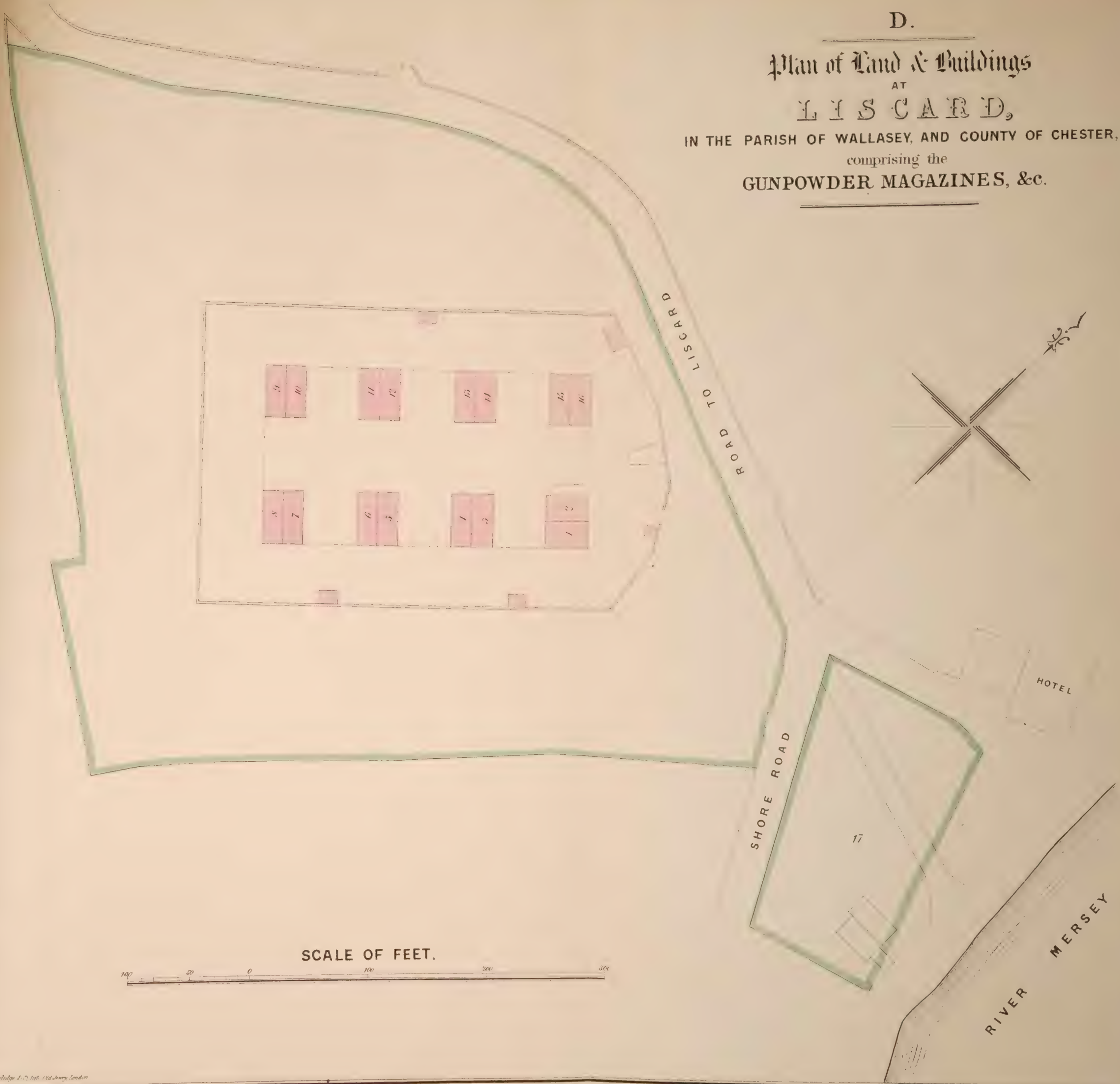
AT

L I S C A R D,

IN THE PARISH OF WALLASEY, AND COUNTY OF CHESTER,

comprising the

GUNPOWDER MAGAZINES, &c.



Printed by J. C. G. & Co. 14, Old Bailey, London.

Wm. D. & Co. Printers.

LIVERPOOL TOWN DUES, &c.

R E T U R N S

RELATING TO

LIVERPOOL TOWN DUES, &c.

(*Sir James Graham.*)

*Ordered, by The House of Commons, to be Printed,
7 July 1857.*

[*Price 3 s.*]

159—Sess. 2.

Under 12 oz.

LOAN SOCIETIES.

ABSTRACT of ACCOUNTS of LOAN SOCIETIES in *England* and *Wales*, to
31st December 1856; by *John Tidd Pratt*, Esq., the Barrister appointed
to certify the Rules of Savings Banks.

(*Presented pursuant to 3 & 4 Vict. c. 110, s. 27.*)

Ordered, by The House of Commons, to be Printed,
4 June 1857.

ABSTRACT of ACCOUNTS of LOAN SOCIETIES in *England* and *Wales* to 31 December 1856;

COUNTY.	NAME OF SOCIETY and PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1856.	Sums in Borrowers' Hands on the 31st Dec. 1856.	Amount Circulated in 1856.	Number of Applications for Loans in 1856.	Number of Borrowers to whom Loans were granted in 1856.	Amount paid for Forms of Application and Inquiry in 1856.
ENGLAND:		£. s. d.	£. s. d.	£. s. d.			£. s. d.
BERKSHIRE	Loan Fund Society, Windsor	- - -	75 - -	245 - -	53	45	- 8 6
CAMBRIDGE-SHIRE.	Cambridge Temperance Savings Fund and Equitable Loan Society, 9, Clement-lane.	493 - -	474 - -	1,483 - -	217	208	12 14 -
CHESHIRE	Macclesfield Equitable Loan Society, 13, Church Side.	7 - -	1,285 - -	3,441 - -	-	703	51 - -
	Stockport Loan Society, 4, Market Steps	120 - -	500 - -	1,360 - -	356	337	22 - -
	Rechabite Savings Fund and Equitable Loan Society, No. 2, Stockport.	152 - -	554 - -	1,008 - -	254	232	17 - -
	Rechabite Savings Fund and Equitable Loan Society, No. 1, Stockport.	50 10 -	932 - -	3,064 - -	764	661	50 - -
	Hyde Loan Society, Black Horse Inn	- - -	1,209 - -	2,493 - -	850	850	41 - -
	Congleton Loan Society, Milk-street	250 - -	793 10 -	1,052 - -	201	194	14 - -
	Operative Loan Society, Macclesfield	962 - -	947 - -	3,021 - -	707	689	48 - -
	Birkenhead Total Abstinence Loan Fund Society.	45 - -	36 - -	42 - -	9	7	- 13 6
	Macclesfield Savings Fund and Independent Loan Society, Low-street, Sutton.	207 - -	840 - -	2,638 - -	589	559	42 - -
	Working Man's Loan Society Hyde-lane, Hyde.	529 - -	538 - -	1,187 - -	427	425	19 - -
DEVONSHIRE	Marytavy Working Men's	41 - -	39 - -	86 - -	35	26	1 15 -
	Tavistock Working Men's Equitable	792 - -	750 - -	1,560 - -	469	271	9 8 -
	Barnstaple and North Devon, 92, High-street, Barnstaple.	18 - -	550 - -	1,100 - -	400	380	2 - -
DURHAM	East and West Hartlepool Provident, West Hartlepool.	168 - -	151 - -	181 - -	29	23	2 - -
ESSEX	Leigh Loan Society, Peter Boat Fishermen's, Bell Inn, Leigh	- - -	110 - -	279 - -	150	150	- - -
GLOUCESTER-SHIRE.	Cheltenham, 91, High-street	- - -	385 - -	1,612 - -	607	481	- - -
	Clifton Loan Fund, 8, Mall, Clifton, in City and County of Bristol.	- - -	118 - -	304 - -	89	67	3 7 -
HAMPSHIRE	Southampton Loan Society, Upper Hanway-place, in County of the Town of Southampton.	470 - -	3,632 - -	5,547 - -	1,044	1,027	76 - -
	Ryde Loan Society, Town Hall, Ryde	- - -	286 - -	679 - -	124	120	- - -
	Equitable, Portsea	218 - -	190 - -	218 - -	61	40	3 - -
	Portsmouth, Portsea, Gosport, and County of Hants Loan Society, Portsea.	60 - -	2,751 - -	5,242 - -	1,010	724	75 - -
HEREFORD	The Hereford Loan Society	444 - -	623 - -	1,853 - -	735	500	6 - -
KENT	The Dover Loan Society, Wall-street	- - -	394 - -	1,247 - -	367	303	6 - -
	Sittingbourne and Milton Loan Society, Sittingbourne.	142 5 -	41 10 -	75 - -	13	12	- 18 -
	Amicable, Westerham	- - -	92 - -	84 - -	13	13	- - -
	Loan Society, Tunbridge Wells	- - -	355 - -	1,478 - -	325	273	20 - -
LANCASHIRE	Bee Hive, Manchester	- - -	605 - -	1,052 - -	205	170	14 - -
	Nova Scotia, Blackburn	- - -	72 - -	- - -	-	-	- - -
	Tamworth-street, Hulme	65 - -	298 - -	840 - -	234	185	17 - -
	Loan Society, Heywood	567 - -	1,314 - -	3,919 - -	869	820	32 - -
	Barton-street, Manchester	- - -	- - -	612 - -	156	129	12 - -
	Blackburn Commercial, Burnley	- - -	983 - -	1,209 - -	205	205	15 - -
	Philanthropic, Manchester	1,024 - -	1,038 - -	2,898 - -	912	858	60 - -
	Commercial, Blackburn	518 - -	2,038 - -	2,445 - -	258	240	19 - -
	Blackburn Commercial, Accrington	216 - -	622 - -	613 - -	82	82	6 - -
	Provident, Little Bolton	8,841 - -	4,221 - -	17,600 - -	1,952	1,660	166 - -
	Equitable, Rochdale	1,143 - -	11,400 - -	20,974 - -	3,717	3,469	278 - -
	Wellington Britons' Protection, Manchester.	115 - -	481 - -	999 - -	396	217	24 - -
	Independent, Salford	125 - -	1,030 - -	3,187 - -	825	768	59 - -
	Loan Society, 2, River-street, Rochdale	- - -	1,300 - -	2,060 - -	316	316	23 - -
	Hulme, City-road	- - -	3,786 - -	5,600 - -	128	128	7 - -
	Rechabites, Manchester	302 - -	3,140 - -	5,544 - -	1,295	1,013	902 - -
	Working Man's, Manchester	2,700 - -	2,651 - -	9,303 - -	2,350	1,995	170 - -
	United, Manchester	2,600 - -	2,900 - -	10,870 - -	2,160	1,793	131 - -
	No. 5, Royal Oak, Manchester	300 - -	2,082 - -	3,141 - -	580	420	43 - -
	Hulme Atlas, Manchester	- - -	964 - -	3,031 - -	798	713	76 - -

by *John Tidd Pratt*, Esq., the Barrister appointed to certify the Rules of Savings Banks.

Amount paid for Interest by Borrowers or Sureties in 1856.	Gross Profits, being Amount received from Borrowers and Money paid for Fees of Application and Inquiry in 1856.	Expense of Management in 1856.	Interest paid to Depositors or Shareholders in 1856.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1856.	Number of Sum- monses issued in 1856.	Number of Distress Warrants issued in 1856.	Amount for Recovery of which Summonses were issued in 1856.	Amount Recovered in 1856.	Amount of Cost incurred by Society in 1856.	Amount of Costs paid by Borrowers or Sureties in 1856.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
4 7 8	4 16 2	2 3 11	- - -	- - -	3	- -	3 10 -	1 4 -	- - -	- 10 -
49 - -	63 - -	16 - -	- - -	45 - -	- -	- -	- - -	- - -	- - -	- - -
86 - -	137 - -	62 - -	73 - -	12 - -	7	- -	13 - -	5 14 10	3 9 9	- 7 -
35 - -	58 - -	35 - -	15 - -	7 - -	11	1	7 - -	2 17 6	1 4 -	- 10 10
50 - -	68 - -	29 - -	19 - -	2 - -	12	1	13 10 -	7 15 6	1 18 5	- 15 2
72 - -	122 - -	70 - -	66 - -	2 7 6	34	7	27 - -	16 - -	2 - -	1 - -
62 - -	104 - -	24 - -	80 - -	- - -	90	- -	174 - -	157 - -	12 - -	9 - -
77 - -	92 - -	18 - -	58 - -	- 10 6	- -	- -	- - -	- - -	- - -	- - -
75 - -	124 - -	71 - -	52 - -	- - -	197	2	68 - -	68 - -	- 10 8	7 18 -
2 14 -	3 7 6	4 6 10	- - -	- - -	- -	- -	- - -	- - -	- - -	- - -
66 - -	109 - -	22 - -	86 - -	- - -	488	8	54 - -	45 - -	5 16 3	4 17 5
39 - -	58 - -	32 - -	15 - -	- - -	29	3	44 - -	27 - -	7 17 8	6 2 11
2 17 8	4 12 8	4 10 6	- 2 2	- - -	- -	- -	- - -	- - -	- - -	- - -
52 - -	61 - -	32 - -	5 - -	23 - -	10	2	26 - -	26 - -	4 - -	3 - -
45 - -	45 - -	15 - -	5 per cent.	- - -	20	- -	30 - -	15 - -	- - -	- - -
4 - -	6 - -	- - -	- - -	- - -	- -	- -	- - -	- - -	- - -	- - -
- - -	3 5 -	11 - -	- - -	24 - -	- -	- -	- - -	- - -	- - -	- - -
13 19 -	- - -	3 7 -	- - -	10 12 -	- -	- -	- - -	- - -	- - -	- - -
40 - -	40 - -	39 - -	- - -	- - -	3	1	7 14 -	2 15 -	1 16 5	- 8 10
10 - -	13 - -	16 - -	2 10 -	7 10 -	4	1	12 - -	9 - -	1 6 -	- - -
381 - -	457 - -	236 - -	220 - -	- - -	15	- -	38 - -	34 - -	1 - -	1 2 8
16 - -	16 - -	9 - -	5 - -	2 - -	- -	- -	- - -	- - -	- - -	- - -
13 - -	16 - -	10 - -	13 - -	7 - -	- -	- -	- - -	- - -	- - -	- - -
314 - -	389 - -	202 - -	180 - -	7 9 -	19	- -	53 - -	41 - -	9 - -	7 - -
77 - -	83 - -	11 - -	40 - -	31 - -	5	- -	6 - -	6 - -	- - -	- 13 6
47 - -	54 - -	41 - -	12 - -	- 18 10	- -	- -	- - -	- - -	- - -	- - -
2 10 -	3 8 -	1 15 -	- - -	1 13 -	- -	- -	- - -	- - -	- - -	- - -
- 14 -	- 14 -	- - -	- - -	- - -	- -	- -	- - -	- - -	- - -	- - -
24 - -	45 - -	26 - -	- - -	2 16 -	- -	- -	- - -	- - -	- - -	- - -
26 - -	40 - -	20 - -	21 - -	- - -	10	- -	24 - -	20 - -	- 15 -	- 13 6
- - -	- - -	- - -	- - -	- - -	9	- -	12 - -	3 - -	1 6 -	- - -
21 - -	39 - -	14 - -	20 - -	4 - -	6	3	11 - -	2 - -	5 - -	1 12 10
197 - -	230 - -	121 - -	109 - -	- 2 8	107	- -	321 - -	95 - -	6 - -	1 15 9
15 - -	27 - -	32 - -	- - -	- - -	25	- -	128 - -	84 - -	3 - -	5 - -
70 - -	86 - -	31 - -	- - -	42 - -	93	- -	107 - -	49 - -	8 - -	7 - -
72 - -	133 - -	74 - -	55 - -	3 - -	14	- -	69 - -	- - -	4 2 -	4 2 -
53 - -	172 - -	24 - -	138 - -	86 - -	- -	3	14 - -	7 5 -	3 17 4	3 17 -
30 - -	36 - -	6 - -	2 2 -	9 - -	30	2	78 - -	36 - -	16 - -	6 - -
442 - -	598 - -	190 - -	379 - -	28 - -	376	1	1,363 - -	973 - -	47 - -	34 - -
1,048 - -	1,327 - -	364 - -	887 - -	75 - -	11	- -	15 - -	10 - -	1 2 -	- 12 6
24 - -	49 - -	38 - -	11 - -	- - -	117	1	175 - -	152 - -	9 - -	7 - -
80 - -	140 - -	65 - -	69 - -	- - -	- -	- -	- - -	- - -	- - -	- - -
51 - -	74 - -	11 - -	62 - -	- 18 6	- -	- -	- - -	- - -	- - -	- - -
16 - -	23 - -	- - -	23 - -	- - -	- -	- -	- - -	- - -	- - -	- - -
138 - -	228 - -	85 - -	143 - -	- - -	90	- -	160 - -	100 - -	6 15 -	6 - -
232 - -	402 - -	121 - -	270 - -	8 - -	280	3	450 - -	310 - -	26 - -	22 - -
271 - -	403 - -	240 - -	140 - -	22 - -	114	3	112 - -	78 - -	2 17 -	5 14 -
157 - -	200 - -	142 - -	72 - -	- - -	151	2	77 - -	88 - -	12 - -	9 - -
- - -	152 - -	55 - -	59 - -	37 - -	130	3	162 - -	130 - -	14 - -	11 - -

COUNTY.	NAME OF SOCIETY, and PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1856.	Sums in Borrowers' Hands on the 31st Dec. 1856.	Amount Circulated in 1856.	Number of Applications for Loans in 1856.	Number of Borrowers to whom Loans were granted in 1856.	Amount paid for Forms of Application and Inquiry in 1856.
		£. s. d.	£. s. d.	£. s. d.			£. s. d.
ENGLAND—continued.							
LANCASHIRE— continued.	Fairfield-street Working Man's, Manchester.	940 -- --	618 -- --	2,600 -- --	523	417	40 -- --
	Royal Oak, Manchester - - -	350 -- --	348 -- --	1,581 -- --	640	510	34 -- --
	Good Intent, Sons of Temperance, Manchester.	49 -- --	150 -- --	254 -- --	64	59	3 -- --
	Oldham-road, Manchester - - -	700 -- --	655 -- --	1,296 -- --	244	192	19 -- --
	Savings Fund and Equitable, Manchester.	424 -- --	616 -- --	3,018 -- --	726	584	45 -- --
	Bridgwater Savings Fund and Equitable, Manchester.	100 -- --	1,840 -- --	2,629 -- --	716	599	56 -- --
	Bridgwater, Manchester - - -	340 -- --	4,040 -- --	7,184 -- --	876	737	99 -- --
	Philanthropic, Manchester - - -	- - -	367 -- --	555 -- --	148	14	11 -- --
	Ebenezer, Manchester - - -	280 -- --	1,816 -- --	4,359 -- --	1,226	1,042	89 -- --
	Chester-street, Manchester - - -	551 -- --	1,928 -- --	3,372 -- --	384	351	38 -- --
	Working Man's, Manchester - - -	3,020 -- --	3,617 -- --	6,350 -- --	814	640	61 -- --
	Equitable, Salford - - -	- - -	1,700 -- --	6,386 -- --	1,650	1,510	135 -- --
	Provident, Oldham - - -	- - -	5,347 -- --	3,029 -- --	1,020	492	59 -- --
	Equitable Savings Fund and Loan Society, Oldham.	- - -	42 -- --	- - -	- - -	- - -	- - -
	Middleton, Tonge, and Rhodes, Middleton	88 -- --	450 -- --	780 -- --	220	206	15 -- --
	Grimshaw Park Loan Society, Blackburn	- - -	411 -- --	409 -- --	100	96	6 -- --
	Stretford Loan Society, Stretford - - -	- - -	470 -- --	817 -- --	134	134	8 -- --
	Benevolent, Blackburn - - -	205 -- --	744 -- --	681 -- --	62	62	4 -- --
	Bacup Loan Society, at Bacup - - -	2,530 -- --	2,582 -- --	5,518 -- --	1,006	872	75 -- --
	Commercial, Great Bolton - - -	430 -- --	388 -- --	425 -- --	189	102	14 -- --
	Victoria, Salford - - -	300 -- --	1,648 -- --	3,756 -- --	654	597	49 -- --
	Bolton, New, Bolton - - -	60 -- --	806 -- --	900 -- --	570	493	26 -- --
	Loan Society, Stalybridge - - -	75 -- --	3,101 -- --	6,239 -- --	2,097	1,692	113 -- --
	Provident, Failsworth - - -	300 -- --	357 -- --	682 -- --	142	136	10 -- --
	Loan Association, St. Helen's - - -	88 -- --	1,185 -- --	2,756 -- --	961	931	43 -- --
	St. Andrews, Ancoats - - -	3 15 -	1 5 -	5 -- --	2	1	- 1 6
	Provident, Blackburn - - -	1,675 -- --	1,816 -- --	3,354 -- --	617	577	46 -- --
	Public, Bolton - - -	1,954 -- --	1,422 -- --	5,887 -- --	1,393	1,305	104 -- --
	Industrial, Montague-street, Blackburn	- - -	196 -- --	- - -	- - -	- - -	- - -
	Equitable, Bury - - -	1,310 -- --	5,248 -- --	10,827 -- --	1,608	1,496	104 9 -
	Ashton-under-Lyne, Rechabite, Dukinfield	- - -	1,200 -- --	- - -	- - -	- - -	- - -
	Loan Society, Prussia-street, Manchester	- - -	800 -- --	3,000 -- --	1,020	1,000	55 -- --
	Working Man's, Droylsden - - -	- - -	39 -- --	- - -	- - -	- - -	- - -
	Droylsden - - -	- - -	20 19 -	27 -- --	8	8	- 8 6
	Heaton Norris, Stockport - - -	1,070 -- --	999 -- --	2,561 -- --	546	512	40 -- --
	Bury - - -	1,062 -- --	1,371 -- --	2,902 -- --	363	349	28 -- --
	Middleton and Tonge Provident, Middleton.	- - -	3,682 -- --	5,498 -- --	1,158	978	78 -- --
	Friendly, Accrington - - -	771 -- --	2,257 -- --	4,233 -- --	651	568	43 -- --
	Victoria, Salford - - -	- - -	698 -- --	1,442 -- --	410	356	30 -- --
	Blackburn Commercial, Clitheroe - - -	- - -	17 -- --	201 -- --	38	38	3 -- --
LEICESTERSHIRE	Leicester, Bond-street, Leicester - - -	510 -- --	912 -- --	870 -- --	253	243	8 -- --
	Quorndon and Mount Sorrell, Quorndon	86 -- --	83 -- --	174 -- --	74	69	4 -- --
	Loyal Lancastrian Castle, Leicester - - -	150 -- --	147 -- --	309 -- --	73	67	1 18 -
	Hulme, City-road, Hulme - - -	449 -- --	3,786 -- --	5,600 -- --	868	825	89 -- --
	Leicester Friendly, Leicester - - -	2,037 -- --	2,229 -- --	7,801 -- --	1,747	1,706	88 -- --
	Royal Rose of Sharon Lodge, Leicester - - -	- - -	- - -	- - -	- - -	- - -	- - -
	Friendly, Quorndon - - -	40 -- --	39 -- --	68 -- --	48	48	1 14 -
	St. Thomas', Leicester - - -	48 -- --	33 -- --	40 -- --	26	26	- 13 -
	Loyal Lily of the Valley Lodge, Leicester	44 -- --	202 -- --	542 -- --	115	110	3 -- --
	Millstone-lane Loan Society, No. 16, Morlidge-street, Leicester.	450 -- --	469 -- --	637 -- --	171	142	4 -- --
	St. Margaret's Independent United Brothers, Leicester.	100 -- --	36 -- --	128 -- --	26	20	- 15 -
	Leicestershire Mutual, Leicester - - -	85 -- --	70 -- --	188 -- --	53	53	2 -- --
	St. Margaret's Provident, Leicester - - -	400 -- --	399 -- --	768 -- --	99	99	4 -- --
LINCOLNSHIRE	Total Abstinence Loan Society, Temperance Hotel, Ruskington.	56 7 -	56 1 -	118 10 -	41	41	1 -- --
MIDDLESEX	Hope, Bethnal-green - - -	- - -	574 -- --	876 -- --	310	278	23 -- --
	Rising Sun, Mile-end - - -	89 -- --	89 -- --	160 -- --	33	31	2 9 6
	College Loan Society, Bethnal-green - - -	15 -- --	210 -- --	295 -- --	155	135	12 -- --
	Good Intent, Hackney-road - - -	1,199 -- --	1,315 -- --	2,006 -- --	357	340	27 -- --
	Gibraltar, Bethnal-green - - -	187 -- --	175 -- --	131 -- --	33	31	2 9 6
	Good Samaritan, Bethnal-green - - -	- - -	125 -- --	174 -- --	65	54	4 17 6
	Bethnal-green Equitable - - -	- - -	436 -- --	450 -- --	174	162	13 -- --
	Friendly, Hare-street, Bethnal-green - - -	25 -- --	2,339 -- --	1,770 -- --	625	562	46 -- --
	Economic, Back Church-lane, St. George's East.	- - -	332 -- --	44 -- --	8	8	- 12 -
	Friends of Labour, Wormwood-street, City of London.	22 -- --	22 -- --	33 -- --	23	23	- 1 -
	Working Man's, Essex Coffee-house, Bethnal-green.	110 -- --	155 -- --	250 -- --	60	40	3 5 -

Amount paid for Interest by Borrowers or Sureties in 1856.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1856.	Expense of Management in 1856.	Interest paid to Depositors or Shareholders in 1856.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1856.	Number of Sum- monses issued in 1856.	Number of Distress Warrants issued in 1856.	Amount for Recovery of which Summonses were issued in 1856.	Amount Recovered in 1856.	Amount of Cost incurred by Society in 1856.	Amount of Costs paid by Borrowers or Sureties in 1856.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
59 - -	99 - -	39 - -	60 - -	- - -	71	5	73 - -	32 - -	7 - -	6 - -
39 - -	74 - -	40 - -	26 - -	7 11 -	14	-	12 - -	3 - -	1 3 6	- 11 6
5 - -	9 - -	2 - -	7 - -	- - -	30	-	60 - -	35 - -	- - -	2 5 -
64 - -	84 - -	24 - -	38 - -	21 - -	5	3	7 - -	2 17 -	- 13 6	- 6 -
75 - -	121 - -	54 - -	55 - -	11 - -	26	4	18 - -	12 - -	1 17 6	1 16 -
87 - -	143 - -	25 - -	110 - -	8 16 -	45	-	147 - -	63 - -	17 - -	11 - -
359 - -	458 - -	170 - -	260 - -	27 - -	213	-	342 - -	178 - -	22 - -	15 - -
14 - -	25 - -	11 - -	- 15 -	13 - -	9	-	7 - -	- - -	- 15 -	- - -
114 - -	203 - -	86 - -	94 - -	21 - -	168	5	403 - -	- - -	13 18 -	11 - -
168 - -	206 - -	80 - -	106 - -	20 - -	72	1	188 - -	110 - -	6 - -	2 - -
317 - -	378 - -	67 - -	302 - -	5 - -	170	2	485 - -	350 - -	20 - -	17 - -
159 - -	294 - -	137 - -	118 - -	39 - -	70	3	104 - -	60 - -	11 - -	6 2 -
151 - -	211 - -	210 - -	244 - -	Loss	105	7	286 - -	123 - -	27 - -	23 - -
- - -	- - -	- - -	- - -	- - -	1	-	3 6 -	1 18 6	- 5 -	- 5 -
39 - -	54 - -	26 - -	31 - -	- - -	112	1	182 - -	170 - -	18 - -	17 - -
21 - -	27 - -	13 - -	21 - -	- - -	8	-	33 - -	3 6 -	1 - -	1 - -
20 - -	28 - -	8 3 -	8 - -	12 - -	-	-	- - -	- - -	- - -	- - -
22 - -	27 - -	9 - -	18 - -	- 3 -	72	1	75 - -	23 - -	16 - -	16 - -
275 - -	351 - -	77 - -	- - -	273 - -	8	-	36 - -	- - -	3 - -	1 8 -
25 - -	36 - -	30 - -	6 - -	- - -	-	-	- - -	- - -	- - -	- - -
187 - -	236 - -	90 - -	120 - -	- - -	197	6	207 - -	160 - -	18 - -	15 - -
45 - -	71 - -	46 - -	25 - -	- - -	6	2	11 - -	7 - -	1 5 -	- 17 -
311 - -	425 - -	117 - -	238 - -	68 - -	188	23	261 - -	157 - -	30 - -	28 - -
34 - -	44 - -	18 - -	15 - -	10 - -	-	-	- - -	- - -	- - -	- - -
68 - -	112 - -	55 - -	77 - -	- - -	25	-	45 - -	27 - -	3 15 -	3 - -
- 3 4	- 4 10	- - -	- - -	- 4 9	-	-	- - -	- - -	- - -	- - -
162 - -	215 - -	89 - -	83 - -	42 - -	143	40	47 - -	11 - -	72 - -	- - -
294 - -	398 - -	204 - -	193 - -	- - -	14	-	- - -	- - -	- 9 4	- 2 10
- - -	- - -	7 10 9	- - -	- - -	20	7	36 6 -	22 6 10	7 9 10	3 6 5
541 - -	645 - -	296 - -	259 - -	90 - -	15	3	66 - -	66 - -	6 9 -	6 9 -
- - -	- - -	12 - -	39 - -	- - -	39	-	120 - -	70 - -	13 10 -	8 - -
85 - -	140 - -	60 - -	80 - -	- - -	15	-	20 - -	20 - -	1 2 6	1 2 6
- - -	- - -	2 - -	- - -	- - -	-	-	- - -	- - -	- - -	- - -
- 13 6	1 2 -	2 - -	- - -	- - -	10	-	12 - -	9 - -	2 - -	2 - -
128 - -	169 - -	66 - -	90 - -	12 - -	31	4	41 - -	36 - -	5 9 2	6 19 2
137 - -	165 - -	103 - -	37 - -	- - -	5	1	20 - -	20 - -	5 - -	5 - -
274 - -	353 - -	141 - -	183 - -	28 - -	151	3	389 - -	251 - -	21 - -	18 - -
226 - -	304 - -	90 - -	207 - -	6 - -	52	-	129 - -	70 - -	7 - -	7 - -
36 - -	66 - -	20 - -	45 - -	- - -	30	1	56 - -	32 - -	2 18 6	1 8 -
12 - -	16 - -	7 - -	- - -	6 - -	-	-	5 - -	5 - -	- - -	- 7 6
77 - -	86 - -	16 - -	21 - -	47 - -	8	-	14 - -	- - -	- 11 -	- 11 -
8 - -	13 - -	4 - -	- 17 10	7 - -	-	-	- - -	- - -	- - -	- - -
10 - -	12 - -	5 - -	6 - -	- - -	-	-	- - -	- - -	- - -	- - -
182 - -	272 - -	111 - -	180 - -	69 - -	188	5	304 - -	265 - -	19 - -	16 - -
195 - -	283 - -	96 - -	98 - -	89 - -	35	4	28 - -	25 - -	- 8 -	2 5 -
3 8 6	5 2 9	2 6 3	1 8 7	1 7 11	-	-	- - -	- - -	- - -	- - -
3 - -	3 13 -	1 8 6	3 13 -	1 11 6	-	-	- - -	- - -	- - -	- - -
18 - -	21 - -	4 10 -	- - -	16 - -	-	-	- - -	- - -	- - -	- - -
31 - -	36 - -	17 - -	- - -	18 - -	-	-	- - -	- - -	- - -	- - -
6 - -	7 - -	- - -	- - -	- - -	-	-	- - -	- - -	1 15 -	- - -
6 - -	8 - -	3 - -	4 - -	4 - -	-	-	- - -	- - -	- 9 6	- - -
38 - -	42 - -	11 - -	32 - -	32 - -	1	-	2 19 -	- - -	- - -	- - -
5 - -	7 - -	1 11 -	5 7 6	1 - 9	2	-	- - -	- - -	- - -	- - -
43 - -	67 - -	28 - -	26 - -	13 - -	58	-	85 - -	70 - -	5 16 -	4 14 -
9 12 -	12 - -	6 - -	6 13 6	- - -	1	-	4 15 -	4 15 -	- 18 9	- 18 9
20 - -	32 - -	- - -	18 - -	19 - -	14	1	18 - -	8 - -	3 - -	2 - -
100 - -	127 - -	40 - -	74 - -	31 - -	8	1	18 - -	2 4 -	3 4 7	1 - -
6 1 -	8 10 6	8 16 -	2 10 -	3 4 -	16	-	24 - -	4 10 -	3 4 -	1 12 -
7 5 -	12 - -	6 15 -	5 7 6	- - -	6	-	4 - -	- 15 -	- 11 4	- - -
22 - -	35 - -	15 - -	17 - -	2 - -	5	-	6 10 -	1 12 -	- 10 -	- 6 -
88 - -	135 - -	70 - -	70 - -	- - -	72	-	108 - -	26 - -	26 - -	3 - -
2 13 -	3 5 -	8 - -	- - -	- - -	-	-	- - -	- - -	- - -	- - -
1 13 6	1 14 5	1 5 -	- - -	- 9 5	-	-	- - -	- - -	- - -	- - -
5 18 -	9 3 -	4 - -	5 3 -	- - -	-	-	- - -	- - -	- - -	- - -

COUNTY.	NAME OF SOCIETY, and PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1856.	Sums in Borrowers' Hands on the 31st Dec. 1856.	Amount Circulated in 1856.	Number of Applications for Loans in 1856.	Number of Borrowers to whom Loans were granted in 1856.	Amount paid for Forms of Application and Inquiry in 1856.
		£. s. d.	£. s. d.	£. s. d.			£. s. d.
ENGLAND—continued.							
MIDDLESEX— continued.	Friends of Labour, Bedford-street, Euston-square.	28 - -	28 - -	47 - -	40	40	- 1 8
	Monarch, Duke of Gloucester, Bethnal- green.	30 - -	200 - -	312 - -	112	103	8 8 -
	The Falcon, Essex-street, Bethnal-green	21 - -	19 8 -	24 10 -	11	6	- 16 6
	Friends of Labour, High-street, Camden Town.	112 - -	112 - -	214 - -	114	114	- 4 9
	Friends of Labour, Harrison-street, Gray's-inn-road.	263 - -	265 - -	486 - -	155	155	- 6 5
	St. Paul's, Upper Thames-street, City of London.	43 - -	30 - -	42 - -	12	11	- 18 -
	New Equitable, Great Mitchell-street, St. Luke's.	351 - -	369 - -	658 - -	196	174	9 - -
	Friends of Labour, Stag's Head, Camden Town.	32 - -	32 - -	48 - -	40	40	- 1 8
	Working Man's, Church-street, Bethnal- green.	- - -	85 - -	136 - -	54	45	4 - -
	John-street Economic, Fitzroy-square	- - -	1,481 - -	417 - -	41	41	3 - -
	Diamond Friendly, Globe-street, Beth- nal-green.	556 - -	596 - -	924 - -	173	163	12 - -
	Somers Town Joint Stock - - -	30 - -	170 - -	302 - -	120	101	10 - -
	Help in Need, Luke-street, Mile-end New Town.	95 - -	1,234 - -	1,299 - -	362	337	27 - -
	Friends of Labour, Cromer-street, Gray's- inn-road.	80 - -	82 - -	160 - -	73	73	- 3 -
	Britannia Friendly, St. Luke's - -	712 - -	782 - -	1,077 - -	253	239	18 - -
	Mutual, Dorset-street, City of London -	150 - -	140 - -	145 - -	60	50	3 15 -
	Dorset, Fleet-street, City of London -	100 - -	146 - -	559 - -	250	196	9 - -
	City of London and General, Water-lane, Ludgate-hill.	41 - -	748 - -	735 - -	154	144	11 - -
	Jewish Ladies' Benevolent, 127, Hounds- ditch, City.	- - -	31 - -	44 - -	-	181	- - -
	Friendly, Nelson-street, Hackney-road -	430 - -	466 - -	738 - -	189	149	10 - -
	Equitable Temperance, Old-street, St. Luke's.	247 - -	784 - -	1,229 - -	298	251	22 - -
	Hackney and Homerton Temperance Equitable, Morning-lane.	- - -	774 - -	705 - -	168	168	15 - -
	City of London Ladies' Shoemakers, Moorfields.	- - -	- - -	- - -	-	-	- - -
	Friends of Labour, King's-cross - - -	54 - -	122 - -	217 - -	75	73	- 3 -
	Whittington, Bethnal-green - - -	- - -	113 - -	10 - -	3	3	- 4 6
NORFOLK -	Forget-me-Not, Thorn-lane - - -	- - -	14 15 -	- - -	-	-	- - -
	Norfolk Renovator, Lynn - - -	3 16 -	367 - -	907 - -	145	137	8 - -
	Central Norwich - - -	- - -	240 - -	23 10 -	20	6	- 3 -
	Loan Society, Terrington, St. Clement's.	- - -	94 - -	138 - -	44	44	2 - -
	Lynn District, Lynn - - -	34 - -	450 - -	1,034 - -	149	137	8 - -
	Hand-in-Hand, Great Yarmouth - - -	138 - -	143 - -	243 - -	79	72	4 2 -
	Equitable, Norwich - - -	- - -	145 - -	11 10 -	10	4	- 2 -
	Friendly and Equitable, Norwich - - -	- - -	29 - -	- - -	-	-	- - -
	Provident, Norwich - - -	- - -	213 - -	- - -	-	-	- - -
	Heigham Loan Society, Crocodile, Heigham.	- - -	8 4 -	- - -	-	-	- - -
	Persevering, Norwich - - -	62 - -	248 - -	566 - -	231	211	6 - -
	East Anglian, Norwich - - -	- - -	150 - -	150 - -	43	43	1 3 -
	Loan Society, East Dereham - - -	290 - -	229 - -	722 - -	115	115	7 - -
	Royal Victoria, Great Yarmouth - - -	180 - -	175 - -	369 - -	129	127	6 - -
	St. Andrew's Friendly, Norwich - - -	9 - -	47 - -	82 - -	40	28	1 - -
	Friend in Need, Norwich - - -	240 - -	245 - -	421 - -	69	69	4 - -
	The Rose, Norwich - - -	- - -	9 - -	- - -	-	-	- - -
	Working Man's Central, Norwich - - -	- - -	24 - -	- - -	-	-	- - -
	Norwich Loan Society, 12, Bank-street	- - -	14 - -	- - -	-	-	- - -
	Working Man's, Norwich - - -	- - -	141 - -	301 - -	106	84	3 - 4
	St. Peter's Friendly, Norwich - - -	16 - -	11 - -	32 - -	20	20	- 10 -
	St. Mark's, Norwich - - -	18 - -	50 - -	130 - -	50	48	1 12 -
	Loyal Standard, Norwich - - -	25 - -	250 - -	647 - -	240	226	7 2 4
	Loan Society at Mr. Geo. North's, Castle Meadow, Norwich.	50 - -	60 - -	60 - -	30	30	- 2 6
	St. George's, Norwich - - -	50 - -	60 - -	60 - -	30	30	- 2 6
	Working Man's, Norwich - - -	34 - -	36 - -	73 - -	21	21	- 11 -
	Provident, King's Lynn - - -	21 - -	662 - -	1,940 - -	255	255	17 - -
	Operative, Norwich - - -	- - -	478 - -	663 - -	179	161	4 - -
	Mutual, Great Yarmouth - - -	396 - -	420 - -	892 - -	249	240	12 - -
	Loyal Equitable, Norwich - - -	176 - -	184 - -	350 - -	118	108	3 15 -
	Star of the East, Great Yarmouth - - -	1,132 - -	1,130 - -	1,860 - -	380	371	20 - -
NOTTINGHAM -	Nottingham Loan Society, Clinton-street	1,520 - -	3,642 - -	5,846 - -	1,050	994	78 - -
	Poor Man's Friendly, Marquis of Granby, Nottingham.	- - -	88 - -	171 - -	91	91	1 18 6
	Bud of Hope, Nottingham - - -	45 - -	46 - -	132 - -	73	72	2 16 8
	The Alma, Nottingham - - -	24 - -	8 11 -	24 - -	48	48	- 8 -
	Provident, Nottingham - - -	12 - -	7 2 -	12 10 -	26	25	- 4 2
	Loan Society at Kimberley - - -	95 - -	576 - -	1,102 - -	303	303	12 - -

Amount paid for Interest by Borrowers or Sureties in 1856.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1856.	Expense of Management in 1856.	Interest paid to Depositors or Shareholders in 1856.	Net Profits after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1856.	Number of Sum- monses issued in 1856.	Number of Distress Warrants issued in 1856.	Amount for Recovery of which Summonses were issued in 1856.	Amount Recovered in 1856.	Amount of Cost incurred by Society in 1856.	Amount of Costs paid by Borrowers or Sureties in 1856.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
2 7 -	2 8 8	1 - -	- - -	1 8 8	-	-	-	-	-	-
15 - -	16 - -	1 12 -	8 - -	6 - -	5	-	7 - -	2 7 4	- 10 -	- 8 -
1 10 -	2 6 6	-	-	-	-	-	-	-	-	-
10 14 -	10 - -	2 10 -	- - -	8 8 9	3	1	3 6 -	3 6 -	1 - -	1 10 -
24 - -	24 - -	7 - -	- - -	17 - -	-	-	-	-	-	-
2 - -	3 - -	1 3 -	1 - -	-	-	-	-	-	-	-
33 - -	42 - -	17 - -	33 - -	- - -	7	-	17 - -	17 - -	1 17 6	- 15 -
2 8 6	2 10 2	1 - -	-	-	-	-	-	-	-	-
5 - -	9 - -	4 - -	5 - -	-	-	-	-	-	-	-
21 - -	24 - -	13 - -	8 - -	- - -	1	-	11 3 -	9 - -	2 - -	-
46 - -	53 - -	21 - -	34 - -	20 - -	-	-	-	1 3 -	-	-
15 - -	25 - -	14 - -	9 - -	1 4 -	5	-	6 7 -	6 7 -	- 3 10	1 8 3
62 - -	89 - -	29 - -	60 - -	- 4 -	36	9	41 - -	7 - -	7 - -	1 12 -
8 - -	8 - -	3 14 -	- - -	4 9 -	-	-	-	-	-	-
53 - -	72 - -	27 - -	32 - -	12 - -	-	-	-	2 - -	-	-
7 5 -	11 - -	10 6 10	-	-	-	-	-	-	-	-
30 - -	39 - -	20 - -	5 5 -	-	12	2	22 - -	11 - -	2 - -	1 5 -
43 - -	54 - -	11 - -	2 - -	40 - -	32	4	85 - -	31 - -	20 - -	15 - -
-	-	48 - -	-	-	-	-	-	-	-	-
36 - -	47 - -	20 - -	24 - -	2 10 -	24	1	30 - -	14 - -	4 15 -	- 14 6
61 - -	83 - -	48 - -	35 - -	- 1 3	32	1	36 - -	21 - -	4 - -	2 6 9
40 - -	15 - -	16 - -	36 - -	2 5 -	46	-	180 - -	40 - -	15 - -	11 - -
-	-	-	-	-	-	-	-	-	-	-
10 - -	11 - -	3 - -	- - -	7 - -	5	-	10 - -	4 - -	2 4 -	- 5 4
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31 - -	40 - -	12 - -	3 16 -	28 - -	1	-	4 - -	4 - -	-	-
- 15 8	- 18 -	14 - -	-	-	58	1	116 - -	97 - -	13 - -	12 - -
4 - -	6 - -	2 - -	4 - -	-	-	-	-	-	-	-
37 - -	46 - -	18 - -	1 - -	27 - -	-	-	-	-	-	-
12 - -	16 - -	7 - -	3 - -	4 - -	-	-	-	-	-	-
- 7 8	- 9 8	10 7 -	-	-	64	8	130 - -	111 - -	14 6 -	12 2 -
-	-	- 10 -	-	-	8	-	5 4 6	3 14 6	- 8 9	- 5 10
-	-	12 - 6	-	-	67	3	127 - -	99 - -	20 - -	13 - -
-	-	-	-	-	4	-	2 - -	2 - -	-	- 3 4
18 - -	25 - -	7 - -	19 - -	- - -	2	-	- 2 8	- 13 6	-	-
5 - -	6 - -	4 10 -	-	1 13 -	18	-	13 10 4	-	1 17 4	- 12 -
24 - -	32 - -	12 - -	9 10 -	9 13 7	-	-	-	-	-	-
12 - -	18 - -	4 - -	14 - -	14 - -	-	-	-	-	-	-
2 - -	3 - -	1 - -	-	2 15 2	-	-	-	-	-	-
14 - -	18 - -	5 - -	13 - -	-	-	-	-	-	-	-
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4 - -	6 - -	2 10 -	3 8 8	3 8 8	-	-	-	-	-	-
11 - -	28 - -	12 - -	16 - -	-	5	-	5 - -	4 - -	- 6 8	- 9 -
1 15 -	1 11 -	1 3 -	-	-	-	-	-	-	-	-
1 15 -	1 10 -	1 - -	-	-	-	-	-	-	-	-
3 7 -	3 18 -	4 14 -	-	-	-	-	-	-	-	-
67 - -	84 - -	12 - -	6 - -	-	6	1	10 - -	8 - -	1 15 -	- 10 4
22 - -	26 - -	18 - -	-	8 18 8	57	3	91 - -	28 - -	14 - -	4 14 6
44 - -	57 - -	10 - -	34 - -	34 - -	-	-	-	-	-	-
11 13 8	15 - -	7 - -	8 10 -	-	-	-	-	-	-	-
93 - -	113 - -	31 10 -	81 10 -	81 10 -	6	-	10 - -	4 - -	- 6 8	- 6 8
350 - -	428 - -	167 - -	233 - -	23 - -	12	-	36 - -	30 - -	3 - -	2 15 -
8 11 -	10 9 6	6 1 -	-	4 8 6	-	-	-	-	-	-
6 12 -	9 8 8	5 18 8	1 13 9	1 16 3	-	-	-	-	-	-
- 16 -	1 4 -	- 16 -	- 16 -	- 8 -	-	-	-	-	-	-
- 8 1	- 12 -	1 14 -	-	-	-	-	-	-	-	-
55 - -	67 - -	19 - -	19 - -	29 - -	1	-	- 16 6	-	- 3 2	-

COUNTY.	NAME OF SOCIETY, and PLACE WHERE HELD.	Amount actually advanced and paid by Depositors or Shareholders in 1856.	Sums in Borrowers' Hands on the 31st Dec. 1856.	Amount Circulated in 1856.	Number of Applications for Loans in 1856.	Number of Borrowers to whom Loans were granted in 1856.	Amount paid for Forms of Application and Inquiry in 1856.
ENGLAND—continued.		£. s. d.	£. s. d.	£. s. d.			£. s. d.
NOTTINGHAM— continued.	Sherwood, Nottingham - - -	60 - -	57 - -	121 - -	45	42	3 - -
	Providence, Nottingham - - -	62 - -	- - -	- - -	60	47	1 11 -
	Anchor, Nottingham - - -	19 - -	20 - -	41 - -	41	41	1 - -
	Working Man's Friendly, Nottingham - -	18 - -	17 - -	56 - -	62	56	1 - -
	Poor Man's Friendly, Nottingham - - -	35 - -	42 - -	82 - -	40	40	- 14 10
	Poor Man's Friendly, Parliament-street, Nottingham.	131 - -	104 - -	504 - -	286	262	3 11 -
	Poor Man's Friendly, Hope and Anchor, Parliament-street, Nottingham.	25 - -	163 - -	264 - -	120	95	6 12 -
	Poor Man's Friendly, Duke of York, York-street, Nottingham.	25 - -	60 - -	140 - -	110	80	1 16 -
	Poor Man's Friendly, Leopard Inn, Derby Road, Nottingham.	124 - -	121 - -	367 - -	204	193	2 6 -
	Loan Society at George and Dragon, North-street, Nottingham.	- - -	7 17 -	24 10 -	14	14	- 14 -
	Hope Provident, Nottingham - - -	137 - -	232 - -	413 - -	150	137	10 6 -
	Working Man's Friendly, Charlotte-street, Nottingham.	109 10 -	66 - -	109 - -	90	56	2 14 -
	Daventry Provident Loan Fund, Oxford- street, Daventry.	71 - -	322 - -	835 - -	208	208	1 14 -
	Working Man's Provident and Loan Fund, Northampton.	116 - -	455 - -	1,287 - -	479	435	12 - -
NORTHAMPTON	Loan Society, Kettering - - -	628 - -	631 - -	1,081 - -	310	288	8 15 -
	The Oxford Loan Society, 2, St. Aldate- street, Oxford.	- - -	1,658 - -	2,905 - -	343	304	22 - -
OXFORD - -	Longton Industrial, Vauxhall, Longton -	209 - -	407 - -	550 - -	157	111	8 6 -
	Permanent, Cheapside, Hanley - - -	1,806 - -	3,343 - -	7,629 - -	1,278	1,062	89 - -
STAFFORD - -	Staffordshire Economic, Hanley - - -	2,161 - -	2,197 - -	4,018 - -	977	747	73 - -
	Staffordshire Potteries Loan Society, Hanley.	2,100 - -	12,168 - -	13,081 - -	4,059	3,505	304 - -
STAFFORD - -	Potteries and Newcastle Loan Society, Hanley.	6,710 - -	13,028 - -	24,162 - -	3,956	3,603	296 - -
	Wolverhampton Loan Society. - - -	160 - -	554 - -	1,402 - -	311	204	23 - -
SURREY - -	Kennington Friendly, Upper Kennington- lane.	6 - -	118 - -	106 - -	24	16	1 14 -
	Provident Institution, Putney - - -	- - -	18 - -	23 - -	5	4	- 1 11
SUSSEX - -	Hastings and St. Leonard's Benevolent, Town Hall, Hastings.	567 - -	794 - -	3,063 - -	332	296	- - -
	Loan Society, 4, Duke-street, Brighton -	1,900 - -	1,868 - -	3,933 - -	1,206	834	69 - -
SUSSEX - -	Benevolent Loan Fund, 108, Church- street, Brighton.	- - -	889 - -	3,415 - -	665	597	5 6 8
	Loan Society at 23, Marlborough-place, Brighton.	- - -	334 - -	838 - -	152	152	7 10 -
WARWICK - -	Rock Benevolent Loan Fund, Brighton -	128 - -	94 - -	245 - -	34	34	- 8 -
	Holly Bush Loan Society, Shamrock, Spon- street, Coventry.	64 - -	60 - -	64 - -	37	32	- - -
WARWICK - -	Albion, Coventry - - -	84 - -	493 - -	689 - -	301	216	- - -
	Working Man's Friendly Mutual, Co- ventry.	- - -	87 18 -	55 - -	30	25	- 13 9
WARWICK - -	Artisans', Coventry - - -	- - -	348 - -	450 - -	240	154	- - -
	Acorn Loan Society, Birmingham - - -	40 - -	62 - -	96 - -	19	19	1 8 -
WARWICK - -	St. Mark's, Birmingham - - -	100 - -	84 - -	67 - -	14	14	1 1 -
	Diana, Birmingham - - -	87 - -	78 - -	87 - -	18	16	1 7 -
WARWICK - -	Industrial, Birmingham - - -	883 - -	15,521 - -	8,505 - -	2,360	1,458	177 - -
	Child of the Forest, Birmingham - - -	16 9 -	12 4 -	15 - -	3	3	- 4 6
WARWICK - -	Refuge of Hope, Birmingham - - -	244 - -	234 - -	265 - -	43	43	3 4 -
	Loyal Elsom, Birmingham - - -	- - -	202 - -	220 - -	31	31	2 6 -
WARWICK - -	St. Peter's Lodge, Birmingham - - -	- - -	93 - -	85 - -	10	10	- 15 -
	Court Friar Tuck, Birmingham - - -	- - -	25 - -	30 - -	5	5	- 7 6
WARWICK - -	Union, Birmingham - - -	767 - -	3,933 - -	6,407 - -	1,998	1,248	150 - -
	Rose of Sharon, Birmingham - - -	25 - -	19 6 -	7 - -	3	2	- 3 -
WARWICK - -	Borough of Birmingham, Birmingham -	3,187 - -	27,484 - -	26,804 - -	5,304	3,938	397 - -
	Prince of Wales, Birmingham - - -	20 - -	34 - -	15 - -	6	4	- 9 -
WARWICK - -	Labourers' and Artisans' Friendly, Co- ventry.	- - -	176 - -	245 - -	130	108	- 18 -
	Industrious Artisans, Coventry - - -	164 - -	136 - -	64 - -	50	28	- 16 -
WARWICK - -	Peace and Unity, Coventry - - -	160 - -	137 - -	166 - -	50	50	1 4 -
	Good Intent, Coventry - - -	- - -	134 - -	78 - -	33	18	- 18 -
WARWICK - -	Independent, Coventry - - -	78 - -	77 - -	120 - -	80	60	1 10 -
	Old Watchmakers, Coventry - - -	24 - -	192 - -	350 - -	115	84	4 4 -
WARWICK - -	Working Man's Friendly, Coventry - - -	- - -	178 - -	209 - -	129	87	2 12 -
	No. 3 Loan Society, Meriden Tavern, Coventry.	44 - -	43 - -	48 - -	24	20	- 15 -
WARWICK - -	Working Man's Friendly, White Hart, Coventry.	- - -	19 - -	- - -	- - -	- - -	- - -
	Original, Coventry - - -	5,750 - -	7,357 - -	10,816 - -	2,980	2,555	114 - -
WARWICK - -	Black Prince Friendly, Coventry - - -	- - -	126 - -	91 - -	42	37	1 3 -
	Shakespeare Benevolent, Coventry - - -	12 15 -	54 10 -	86 - -	18	18	- 3 -
WARWICK - -	Mermaid Friendly, Coventry - - -	200 - -	200 - -	294 - -	161	116	3 13 6
	St. Michael's Friendly, Coventry - - -	372 - -	371 - -	683 - -	211	189	8 10 -

Amount paid for Interest by Borrowers or Sureties in 1856.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1856.	Expense of Management in 1856.	Interest paid to Depositors or Shareholders in 1856.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1856.	Number of Sum- monses issued in 1856.	Number of Distress Warrants issued in 1856.	Amount for Recovery of which Summons were issued in 1856.	Amount Recovered in 1856.	Amount of Cost incurred by Society in 1856.	Amount of Costs paid by Borrowers or Sureties in 1856.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
6 - -	9 - -	5 - -	3 - -	1 - -	-	-	-	-	-	-
1 11 -	3 - -	2 - -	-	1 2 8 -	-	-	-	-	-	-
1 14 -	2 14 -	1 2 -	-	1 12 -	-	-	-	-	-	-
2 16 -	3 16 -	3 10 -	-	6 -	-	-	-	-	-	-
-	7 14 -	4 14 -	-	-	-	-	-	-	-	-
25 4 -	28 16 -	13 8 -	2 14 -	12 14 -	-	-	-	-	-	-
13 4 -	19 16 -	5 5 -	1 12 -	12 18 -	-	-	-	-	-	-
6 16 -	8 12 -	4 12 -	1 13 -	2 6 -	1 - -	-	6 -	6 -	4 6 -	4 6 -
18 7 -	21 - -	6 18 -	15 -	13 9 -	3 - -	-	14 -	13 -	1 1 -	8 -
1 4 6 -	1 18 6 -	1 2 3 -	-	16 3 -	-	-	-	-	-	-
20 13 -	31 - -	9 15 -	2 13 2 -	19 9 -	1 -	4 -	8 -	3 18 -	9 -	17 9 -
5 9 -	8 3 -	4 5 -	1 12 -	2 6 -	-	-	-	-	-	-
41 - -	41 - -	12 - -	11 - -	18 9 -	-	-	-	-	-	-
42 - -	54 - -	8 12 -	21 11 -	25 4 -	8 - -	-	3 16 -	2 15 -	12 -	12 -
37 2 -	45 - -	4 5 -	5 7 p cent.	1 1 6 -	10 -	1 -	25 - -	23 - -	2 10 -	2 2 -
174 - -	197 - -	83 - -	77 - -	35 - -	2 - -	-	7 8 -	7 8 -	-	14 -
33 12 -	41 18 -	13 12 -	15 3 -	13 2 -	-	-	-	-	8 -	23 -
268 - -	357 - -	187 - -	142 - -	32 - -	117 -	22 -	504 - -	369 - -	15 18 -	18 9 -
241 - -	314 - -	76 - -	86 - -	154 - -	149 -	1 -	558 - -	340 - -	26 - -	36 - -
784 - -	1,089 - -	299 - -	750 - -	40 - -	206 -	40 -	250 - -	180 - -	-	-
449 - -	1,746 - -	629 - -	935 - -	181 - -	566 -	35 -	596 - -	571 - -	112 - -	110 - -
84 - -	107 - -	97 - -	163 - -	-	14 -	1 -	32 - -	20 - -	3 10 -	3 5 -
5 6 -	7 - -	1 1 -	6 7 -	-	-	-	-	-	-	-
- 19 -	1 1 -	-	-	-	-	-	-	-	-	-
76 - -	77 - -	50 - -	13 - -	13 - -	4 - -	-	14 - -	14 - -	1 2 6 -	15 -
207 - -	276 - -	148 - -	81 18 -	45 - -	8 - -	-	12 16 -	9 6 -	15 -	1 13 -
100 6 10	100 6 10	73 6 -	-	27 - -	12 - -	-	16 10 -	16 10 -	2 14 -	14 -
21 - -	28 - -	11 - -	13 - -	37 - -	8 - -	-	10 - -	9 - -	4 2 -	2 16 -
6 2 -	6 11 -	2 - -	-	4 11 -	-	-	-	-	-	-
3 4 -	4 - -	1 10 -	-	1 12 9 -	-	-	-	-	-	-
43 - -	43 - -	16 - -	26 - -	-	3 - -	-	6 14 -	6 14 -	-	14 -
2 15 -	3 5 -	4 4 -	-	19 - -	2 - -	-	1 1 -	1 1 -	9 -	6 6 -
28 - -	-	13 - -	13 - -	17 - -	189 -	9 -	104 - -	104 - -	-	8 4 -
5 15 -	7 4 -	1 10 -	-	5 14 -	-	-	-	-	-	-
4 4 -	5 5 -	2 6 7 -	1 10 -	1 8 5 -	-	-	-	-	-	-
4 7 -	5 14 -	1 12 -	-	-	-	-	-	-	-	-
510 - -	687 - -	401 - -	219 - -	298 - -	450 -	15 -	1,850 - -	900 - -	67 10 -	55 - -
- 18 -	1 2 6 -	-	1 2 6 -	1 2 6 -	-	-	-	-	-	-
14 - -	18 - -	8 - -	9 - -	9 - -	-	-	-	-	-	-
13 4 -	15 10 -	2 16 -	12 14 -	12 14 -	-	-	-	-	-	-
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1 10 -	1 17 6 -	15 - -	-	-	-	-	-	-	-	-
384 - -	534 - -	299 - -	224 - -	10 - -	101 -	10 -	252 - -	170 - -	18 - -	17 - -
- 9 6 -	- 15 -	-	-	-	-	-	-	-	-	-
1,602 -	2,000 -	688 -	1,009 -	301 - -	632 -	30 -	1,304 - -	830 - -	176 - -	97 - -
1 4 -	15 9 -	10 -	-	1 3 -	-	-	-	-	-	-
10 - -	11 - -	5 9 -	6 4 6 -	-	49 -	9 -	94 - -	53 - -	10 - -	8 - -
3 4 -	4 - -	7 - -	-	-	12 -	-	12 - -	-	2 - -	15 -
4 15 -	6 - -	2 4 -	-	3 14 -	12 -	-	14 9 -	12 - -	-	-
3 18 -	4 16 -	3 - -	3 - -	1 16 -	-	-	-	-	-	-
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17 - -	21 - -	4 - -	-	17 - -	1 - -	-	12 - -	12 - -	2 10 -	2 10 -
10 - -	13 - -	6 - -	7 - -	-	-	-	-	-	-	-
3 - -	3 18 -	14 -	-	3 4 -	-	-	-	-	-	-
-	-	14 4 -	-	-	4 - -	-	9 17 -	4 12 -	1 2 11 -	14 -
540 - -	655 - -	217 - -	46 - -	396 - -	36 -	3 -	150 - -	120 - -	55 - -	49 - -
4 11 -	5 14 -	4 10 -	1 4 -	1 4 -	1 -	-	1 13 -	1 13 -	4 2 -	6 8 -
4 6 -	4 9 -	-	4 6 2 -	2 10 -	-	-	-	-	-	-
14 14 -	18 - -	8 - -	8 - -	2 7 -	-	-	-	-	-	-
34 - -	42 - -	9 9 -	18 - -	14 - -	-	-	-	-	-	-

(continued)

COUNTY.	NAME OF SOCIETY, and PLACE WHERE HELD.	Amount actually Advanced and paid by Depositors or Shareholders in 1856.	Sums in Borrowers' Hands on the 31st Dec. 1856.	Amount Circulated in 1856.	Number of Applications for Loans in 1856.	Number of Borrowers to whom Loans were granted in 1856.	Amount paid for Forms of Application and Inquiry in 1856.
ENGLAND—continued.		£. s. d.	£. s. d.	£. s. d.			£. s. d.
WARWICK— continued.	Working Man's Friendly Mutual, Coventry	336 - -	340 - -	433 - -	217	166	- 14 -
	Coventry Loan Fund, Coventry - -	338 - -	327 - -	594 - -	288	188	7 8 -
	Coventry Friendly, Coventry - -	1,749 - -	1,099 - -	1,824 - -	501	440	18 - -
	Clarence Friendly, Coventry - -	88 - -	69 - -	- - -	53	35	1 2 -
	Union, Coventry - -	373 - -	363 - -	529 - -	165	143	- - -
	Tradesman's Pride, Chilvers Coton	565 - -	877 - -	1,146 - -	430	399	14 18 -
	Albion's Glory, Bedworth - -	91 - -	451 - -	681 - -	325	264	8 10 -
	Abbey Loan Society, Nuneaton - -	112 - -	523 - -	777 - -	408	364	9 14 -
	Loyal Abbey Loan Society, Nuneaton -	- - -	475 - -	612 - -	304	248	1 - -
	Salutation Friendly, Stockingford - -	- - -	146 - -	116 - -	45	45	- 9 -
	Black Swan, Stockingford - -	- - -	240 - -	262 - -	158	144	4 - -
	Stockingford and Hartshill, Stockingford	10 9 -	64 - -	65 - -	43	21	- 16 -
	The Tuttle Hill, Nuneaton - -	730 - -	741 - -	992 - -	400	358	7 - -
	Victoria Loan Society, Bedworth - -	169 - -	1,145 - -	2,088 - -	701	588	23 - -
	Dawn of Spring, Bedworth - -	59 - -	162 - -	259 - -	134	112	3 4 -
	Villagers, Foleshill - -	277 - -	174 - -	163 - -	104	56	2 - -
	Poor Man's Refuge, Chilvers Coton	101 - -	1,534 - -	2,034 - -	716	692	25 - -
	Chase Friendly, Hartshill - -	60 - -	61 - -	72 - -	35	28	- - -
	Nicholas Chamberlain, Bedworth - -	667 - -	574 - -	444 - -	300	254	5 11 -
	Newdigate, Bedworth - -	10 - -	183 - -	304 - -	150	117	- - -
	Newdigate Arms, Chilvers Coton - -	45 - -	42 - -	50 - -	30	26	- 12 6
	Union, Attleborough - -	- - -	850 - -	1,340 - -	470	410	13 6 -
	Independent, Bedworth - -	1,730 - -	1,537 - -	2,188 - -	675	624	27 - -
	Miners, Chilvers Coton - -	39 - -	221 - -	280 - -	187	170	3 10 -
	Friendly, Nuneaton - -	- - -	252 - -	464 - -	254	227	7 15 -
WILTSHIRE	Westbury and Whorralsdown Loan Society, Westbury.	21 3 6	106 8 -	85 - -	47	38	- - -
		Ann. Subns.					
YORKSHIRE	Hunslet Accommodation Loan Association, Hunslet, near Leeds.	436 - -	2,179 - -	4,823 - -	701	682	48 11 -
	Grand United Odd Fellows Friendly, Leeds	1,303 - -	3,926 - -	1,058 - -	226	165	16 - -
	Regent Loan Society, Leeds - -	660 - -	630 - -	2,050 - -	480	468	25 - -
	Top Close Friendly, Leeds - -	280 - -	1,120 - -	1,210 - -	300	248	19 10 -
	Yorkshire Friendly, Bradford - -	6,669 - -	7,968 - -	15,298 - -	1,550	1,512	112 - -
	Stone Ezel Friendly, Leeds - -	1,145 - -	1,334 - -	2,655 - -	687	502	36 - -
	Alliance, Leeds - -	1,045 - -	980 - -	2,401 - -	614	600	35 - -
	Provident, Huddersfield - -	807 - -	757 - -	2,004 10 -	432	396	18 - -
	Wakefield Friendly, Wakefield - -	2,021 - -	2,267 - -	6,585 - -	1,771	1,720	81 - -
	No. 330 Loan Society, Leeds - -	3,607 - -	3,357 - -	6,983 - -	1,310	1,137	94 - -
	Leeds Friendly, Leeds - -	8,487 - -	788 - -	3,204 - -	943	817	46 - -
	Accommodation, Huddersfield - -	436 - -	2,380 - -	5,570 - -	899	794	62 - -
	Rechabite Savings Fund and Equitable, Hull	421 - -	4,774 - -	6,750 - -	1,274	1,103	94 - -
	Grand United Odd Fellows Friendly, Wakefield.	625 - -	1,299 - -	2,304 - -	538	502	32 - -
	Loan Society, Leeds - -	4,115 - -	4,567 2 -	10,009 - -	1,411	1,341	105 - -
	Loan Society, York - -	- - -	450 - -	2,376 - -	745	683	2 17 1
	Friendly, Dewsbury - -	2,274 - -	2,540 - -	7,139 - -	1,731	1,630	88 - -
	Friendly, Halifax - -	700 - -	640 - -	2,200 - -	577	528	22 - -
	Hull and Sculcoates Loan Society, Sykes-street, Town and County of Kingston-upon-Hull.	119 11 -	3,111 - -	4,549 - -	897	834	65 - -
	Friendly, Cleckheaton - -	- - -	1,583 - -	2,478 - -	429	332	22 - -
	Central, Bradford - -	3,600 - -	2,138 - -	9,933 - -	2,000	1,970	127 - -
	West Riding Loan Society, Bradford -	6,063 - -	6,994 - -	12,648 - -	1,692	1,671	124 - -
	West End Friendly, Leeds - -	4,808 - -	4,804 - -	9,374 - -	1,707	1,116	111 - -
	Leeds Burmantofts Loan Society, Leeds	4,370 - -	4,275 - -	8,863 - -	1,441	1,324	101 - -
	Pudsey Central, Black Bull Inn, Pudsey	960 - -	898 - -	3,401 - -	685	666	45 - -
	Hunslet Central, Leeds - -	1,200 - -	1,168 - -	4,030 - -	800	785	50 - -
	Friendly, Low Moor, Bradford - -	20 - -	1,764 - -	2,948 - -	587	452	24 - -
	Brotherly Love, Holbeck, Leeds - -	452 - -	354 - -	572 - -	210	194	8 9 8
	Provident, Lepton - -	290 - -	389 - -	909 - -	201	191	9 - -
	United, Sculcoates, Kingston-upon-Hull	- - 10	2,917 - -	6,057 - -	1,370	1,135	98 - -
	Kirkstall Friendly, Kirkstall - -	230 - -	257 - -	390 - -	160	160	4 17 6
	Leylands Loan Society - -	2,525 - -	2,596 - -	6,361 - -	1,595	1,551	80 - -
	The People's, Hull - -	1,704 - -	1,651 - -	2,819 - -	834	499	45 - -
	Burley Loan Society, Leeds - -	985 - -	314 - -	330 - -	77	67	4 - -
	Loan Society, Barnsley - -	1,412 - -	1,476 - -	4,097 - -	1,148	1,080	49 - -
	New Lloyd's, Leeds - -	1,805 - -	1,777 - -	3,869 - -	992	796	67 - -
	Friendly, Hunslet, Leeds - -	3,395 - -	3,842 - -	7,144 - -	1,437	1,400	89 - -
	Loan Society, Halifax - -	225 - -	3,314 - -	5,730 - -	751	715	56 - -
	Equity, Wakefield - -	250 - -	252 - -	624 - -	178	160	10 - -
	Todmorden Loan Society, Todmorden -	244 - -	202 - -	225 - -	44	38	3 6 -
	Loan Society, Ripon - -	193 - -	903 - -	1,943 - -	376	347	25 - -
	Friendly Society, Wakefield - -	500 - -	1,298 - -	31,275 - -	694	689	42 - -
	West Yorkshire, Leeds - -	- - -	3,496 - -	9,012 - -	2,318	2,003	142 - -
	Central Friendly, Kirkstall - -	466 - -	476 - -	1,373 - -	439	419	15 - -
WALES:							
GLAMORGAN	Charitable, Cardiff - -	- - -	285 - -	506 - -	125	115	6 - -
		163,796 11 4	348,274 10 -	666,819 - -	139,590	122,874	7,769 15 5

Amount paid for Interest by Borrowers or Sureties in 1856.	Gross Profits, being Amount received from Borrowers, and Money paid for Forms of Application and Inquiry in 1856.	Expense of Management in 1856.	Interest paid to Depositors or Shareholders in 1856.	Net Profits, after deducting Interest paid to Depositors or Shareholders, and Expense of Management in 1856.	Number of Sum- monses issued in 1856.	Number of Distress Warrants issued in 1856.	Amount for Recovery of which Summonses were issued in 1856.	Amount Recovered in 1856.	Amount of Cost incurred by Society in 1856.	Amount of Costs paid by Borrowers or Sureties in 1856.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			£. s. d.	£. s. d.	£. s. d.	£. s. d.
28 - -	29 - -	10 - -	17 - -	- 14 -	-	-	4 17 -	2 8 8	- 14 -	- 18 -
29 - -	37 - -	17 - -	4 18 -	19 - -	3	-	51 - -	50 - -	4 7 -	4 7 -
87 - -	106 - -	37 - -	26 - -	34 - -	27	-	4 12 -	-	-	-
4 8 -	5 10 -	2 10 -	3 - -	-	2	-	28 - -	26 - -	-	3 - -
33 - -	33 - -	9 - -	22 - -	1 7 -	24	-	95 - -	93 - -	2 - -	9 - -
57 - -	72 - -	14 - -	12 - -	42 - -	41	-	-	-	-	-
34 - -	42 - -	7 - -	8 - -	27 - -	-	-	-	-	-	-
38 - -	48 - -	15 - -	21 - -	12 - -	2	-	4 15 -	4 15 -	-	- 10 -
38 - -	39 - -	11 - -	5 10 -	-	25	-	45 - -	-	2 5 -	4 - -
5 16 -	7 5 -	6 13 -	8 10 -	-	6	-	2 8 -	1 3 9	- 9 -	1 5 6
16 - -	20 - -	8 - -	13 1 6	8 8 -	32	-	45 - -	45 - -	-	8 - -
3 4 -	4 - 9	4 10 -	2 15 -	-	-	-	-	-	-	-
49 - -	56 - -	12 - -	3 - -	43 - -	25	-	43 - -	40 - -	1 12 -	5 15 -
104 - -	128 - -	40 - -	35 - -	52 - -	21	-	55 - -	55 - -	-	5 5 -
13 - -	16 - -	7 6 -	3 4 -	12 14 -	-	-	-	-	-	-
8 - -	10 - -	7 8 -	2 16 -	-	-	-	-	-	-	-
101 - -	126 - -	27 - -	55 - -	43 - -	16	-	25 - -	25 - -	-	4 - -
3 12 -	- 18 -	2 18 -	-	1 12 -	-	-	-	-	-	-
22 - -	27 - -	17 - -	4 - -	6 - -	6	-	13 9 -	11 3 -	1 1 -	1 1 -
15 - -	19 - -	12 - -	3 - -	10 3 -	-	-	-	-	-	-
2 10 -	3 2 6	-	5 - -	2 17 6	-	-	-	-	-	-
68 - -	81 - -	28 - -	53 - -	-	29	1	71 - -	38 - -	- 16 -	5 - -
109 - -	136 - -	28 - -	98 - -	10 - -	50	1	163 - -	133 - -	14 - -	12 - -
14 - -	218 - -	6 4 -	6 11 -	210 - -	3	-	6 7 -	6 - -	- 12 -	- 15 -
23 - -	31 - -	13 - -	12 - -	5 - -	-	-	-	-	-	-
1 1 4	22 4 -	21 - -	-	- 16 2	20	-	22 17 -	21 9 -	2 - -	1 18 -
241 - -	289 - -	61 - -	222 - -	6 - -	13	24	59 - -	45 - -	5 - -	4 2 4
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60 10 -	80 - -	100 - -	64 - -	-	-	-	-	-	-	-
764 - -	877 - -	230 - -	467 - -	180 - -	80	37	136 - -	99 - -	27 - -	24 - -
132 - -	169 - -	53 - -	70 - -	45 - -	21	5	65 - -	39 - -	5 13 6	5 - 6
80 - -	115 - -	47 - -	67 - -	- 7 6	17	3	39 - -	23 - -	4 16 -	4 10 -
63 - -	77 - -	50 - -	44 - -	-	23	-	73 - -	72 - -	6 - -	5 9 6
164 - -	246 - -	89 - -	151 - -	4 17 3	139	27	360 - -	321 - -	37 - -	37 - -
349 - -	443 - -	117 - -	244 - -	81 - -	29	-	61 - -	50 - -	7 8 -	6 18 -
79 - -	126 - -	171 - -	-	45 - -	24	2	41 - -	33 - -	6 - -	5 15 -
278 - -	340 - -	61 - -	222 - -	Loss.	30	1	113 - -	106 - -	8 - -	5 18 -
337 - -	432 - -	167 - -	262 - -	- 12 9	16	1	53 - -	32 - -	4 4 -	2 18 -
115 - -	155 - -	43 - -	112 - -	- 17 -	33	15	79 - -	75 - -	-	13 17 -
500 - -	606 - -	177 - -	183 - -	244 - -	12	4	46 - -	37 - -	3 6 -	2 10 -
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178 - -	266 - -	89 - -	170 - -	6 4 -	20	17	81 - -	42 - -	8 14 -	8 14 -
64 - -	86 - -	28 - -	18 - -	40 - -	1	-	- 12 -	- 12 -	- 4 -	- 4 -
239 - -	304 - -	115 - -	173 - -	15 15 -	33	7	67 - -	26 - -	1 17 6	6 11 6
148 - -	170 - -	32 - -	147 - -	-	42	8	176 - -	93 - -	11 - -	9 18 -
248 - -	375 - -	100 - -	214 - -	61 - -	64	22	184 - -	136 - -	20 - -	16 16 -
627 - -	752 - -	120 - -	608 - -	23 - -	-	-	-	-	-	-
468 - -	580 - -	134 - -	278 - -	167 - -	81	35	256 - -	200 - -	25 - -	23 - -
466 - -	567 - -	181 - -	328 - -	56 - -	46	2	112 - -	101 - -	11 - -	11 - -
85 - -	130 - -	36 - -	74 - -	20 - -	36	16	101 - -	85 - -	14 - -	11 - -
100 - -	151 - -	46 - -	90 - -	15 - -	42	10	80 - -	68 - -	11 - -	10 - -
174 - -	199 - -	38 - -	162 - -	1 18 3	-	-	-	-	-	-
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159 - -	239 - -	64 - -	120 - -	55 - -	37	10	101 - -	51 - -	15 - -	14 - -
140 - -	186 - -	78 - -	105 - -	2 14 -	5	2	26 - -	9 - -	1 9 -	- 12 -
16 - -	20 - -	17 - -	-	3 - -	-	-	-	-	-	-
139 - -	188 - -	68 - -	87 - -	32 - -	55	-	106 - -	98 - -	-	8 14 -
193 - -	260 - -	93 - -	137 - -	30 - -	20	10	25 - -	13 - -	5 - -	4 - -
357 - -	446 - -	100 - -	254 - -	92 - -	37	1	94 - -	55 - -	9 - -	9 - -
343 - -	400 - -	109 - -	291 - -	-	14	2	32 - -	26 - -	1 9 -	1 - -
26 - -	36 - -	6 - -	17 - -	14 3 -	-	-	-	-	- 9 -	1 12 -
11 5 -	14 11 -	12 8 -	1 11 -	- 11 8	-	-	-	-	-	-
97 - -	122 - -	25 - -	-	97 - -	-	-	-	-	-	-
91 - -	134 - -	55 - -	78 8 -	2 - -	25	6	82 - -	70 - -	55 - -	-
225 - -	367 - -	196 - -	165 - -	- 5 5	301	21	340 - -	254 - -	65 - -	61 - -
34 - -	50 - -	4 - -	45 - -	1 1 -	14	-	13 - -	5 5 -	3 10 -	3 1 -
16 9 -	22 8 -	13 1 -	-	9 6 10	-	-	-	-	-	-
27,636 17 6	36,167 10 11	15,002 9 4	18,464 11 4	6,163 5 5	10,012	699	18,181 11 6	12,338 5 7	1,748 14 6	1,367 7 8

LOAN SOCIETIES.

ABSTRACT of ACCOUNTS of LOAN SOCIETIES in
England and Wales, to 31 December 1856;
by *John Tidd Pratt*, Esq., the Barrister
appointed to certify the Rules of Savings
Banks.

(Presented pursuant to 3 & 4 Vict. c. 110, s. 27.)

Ordered, by The House of Commons, to be Printed,
4 June 1857.

72—Scss. 2.

Under 2 oz.

THAMES AND MEDWAY CONSERVANCY BILL.

RETURN to an Address of the Honourable The House of Commons,
dated 18 March 1857 ;—for,

“ COPY of the ARTICLES OF AGREEMENT, dated the 18th day of December 1856, made between the QUEEN’S Most Excellent MAJESTY of the First Part ; the Honourable *Charles Alexander Gore*, Commissioner of Her Majesty’s Woods, Forests, and Land Revenues, of the Second Part ; and the Mayor, Commonalty, and Citizens of *London* of the Third Part, referred to in a Bill, intituled, ‘ The THAMES and MEDWAY CONSERVANCY BILL.’ ”

ARTICLES of AGREEMENT made and entered into this Eighteenth day of December One thousand Eight hundred and Fifty-six between the Queen’s Most Excellent Majesty of the first part the Honourable *Charles Alexander Gore* Commissioner of Her Majesty’s Woods Forests and Land Revenues of the second part and the Mayor and Commonalty and Citizens of the City of *London* of the third part.

WHEREAS the Mayor and Commonalty and Citizens of the City of London are Conservators of the River Thames from Staines to Yantlet and exercise that authority by the Lord Mayor for the time being as Conservator of the said River Thames within the said limits AND WHEREAS the said Mayor and Commonalty and Citizens claim to exercise rights of ownership on the bed and soil of the said river and in the month of February One thousand Eight hundred and Forty-four Her Majesty’s Attorney-general did on behalf of Her Majesty exhibit an information in the High Court of Chancery against the said Mayor and Commonalty and Citizens Henry Alworth Merewether Town Clerk of the said City and others for the purpose of establishing the title of Her Majesty in right of Her Crown to the bed and shores of the River Thames within the flux and reflux of the tides and to certain encroachments upon such shores and for the other purposes in the said information mentioned AND WHEREAS the said Mayor and Commonalty and Citizens and the several other Defendants to the said information put in their several answers thereto and the said cause is now at issue AND WHEREAS it is desirable to put an end to such litigation and the said Mayor and Commonalty and Citizens are ready and willing to acknowledge the title of Her Majesty to the bed and shores of the River Thames as alleged by the said information and it would be to the public benefit and would facilitate the discharge of the duties of the office of conservator of the said river that the bed and soil of the said river should upon certain terms and conditions hereinafter set forth be vested in the said Mayor and Commonalty and Citizens in trust for the purposes hereinafter mentioned AND WHEREAS the said Mayor and Commonalty and Citizens and the said *Charles Alexander Gore* with the consent of Her Majesty signified by a memorandum in writing under the Royal Sign Manual and with the further consent of the Commissioners of Her Majesty’s Treasury signified by a warrant under the hands of two of them such Commissioners dated the First day of September One thousand Eight hundred and Fifty-six and with the approval of Her Majesty’s Attorney-general testified by

his signature at the foot of the said warrant have in pursuance of the powers of an Act passed in the Session of Parliament held in the Sixteenth and Seventeenth years of the reign of Her present Majesty chapter Fifty-six agreed that such arrangement shall be entered into in regard to the premises as is herein-after mentioned and is expressed to be hereby made. NOW THESE PRESENTS WITNESS that the said Mayor and Commonalty and Citizens of the City of London do wholly withdraw all claim to the ownership of the bed and soil of the River Thames so far as the tide flows and reflows therein and do admit that the Queen's Most excellent Majesty in right of Her Crown is seised to herself her heirs and successors of the fee simple and inheritance in possession of the bed and soil of the River Thames within the flux and reflux of the tides and of all encroachments and embankments upon or inclosures from the same bed and soil respectively subject only to such grants as may have been heretofore made by Her Majesty or any of Her Royal Predecessors. AND THESE PRESENTS FURTHER WITNESS that the said Charles Alexander Gore as such Commissioner as aforesaid and with such consents and approval as hereinbefore mentioned and in pursuance of the powers contained in the Act of Parliament hereinbefore referred to and of the powers contained in the Act of Parliament passed in the Tenth year of the reign of his late Majesty King George the Fourth chapter Fifty and of every other power in anywise enabling him in this behalf doth hereby in consideration of the premises and in consideration of the sum of Five thousand pounds of lawful money of the United Kingdom by the said Mayor and Commonalty and Citizens paid into the Bank of England to the credit of the Commissioners of Her Majesty's Woods Forests and Land Revenues at or before the sealing and delivery of these presents in satisfaction of all claims against the said Mayor and Commonalty and Citizens in respect of rents issues and profits of the premises up to the Thirty-first day of December One thousand Eight hundred and Fifty-three covenant and agree with the said Mayor and Commonalty and Citizens and their successors AND the said Mayor and Commonalty and Citizens do hereby covenant and agree with the Queen's Most excellent Majesty her heirs and successors in manner following (that is to say)

Firstly—That the said hereinbefore mentioned suit instituted by Her Majesty's Attorney-general against the said Mayor and Commonalty and Citizens shall be discontinued and no further proceedings shall be taken therein.

Secondly—That the said Charles Alexander Gore or the Commissioners for the time being of Her Majesty's Woods Forests and Land Revenues or one of them shall and will on or before the First day of March next grant and convey to the said Mayor and Commonalty and Citizens and their successors as Conservators of the River Thames all the estate right title and interest of Her Majesty in right of Her Crown of in and to the bed and soil of the River Thames within the flux and reflux of the tides bounded eastward by an imaginary line to be drawn from the entrance to Yantlet Creek in the county of Kent on the southern shore of the said river to the city stone opposite to Canvey Island in the county of Essex on the northern shore of the said river and all encroachments embankments and inclosures therefrom or thereupon except such parts thereof as are hereinafter specified that is to say

Thirdly—The said grant and conveyance shall not comprise the shores or bed of the said river or any encroachments embankments or inclosures thereupon or therefrom in front of or immediately adjacent to any lands buildings or hereditaments whereof or whereto Her Majesty or any person or persons in trust for her is or are now seised or entitled in possession reversion or remainder or which may now be the property of any department of Her Majesty's Government or in the possession of such department or of any officers of the same.

Fourthly—The said grant and conveyance shall be made to the said Mayor and Commonalty and Citizens upon the trusts following (that is to say) upon trust that the said Mayor and Commonalty and Citizens shall and will on the First day of February in each and every year for ever hereafter render and deliver to the Commissioners of Her Majesty's Woods Forests and Land Revenues or other the proper officers for the time being on behalf of Her Majesty her heirs and successors a true and correct schedule or rental containing full particulars of all

all sales leases or grants or licenses for docks wharves piers landing-places piles or works of any description of in or upon any portions of the said bed or shores of the said River Thames or any encroachments embankments and inclosures thereupon or therefrom and also a true and correct account of all sums of money which they or any person or persons by their order or to their use may have received during the year ending on the Thirty-first day of December immediately preceding for and in respect of any such sales leases grants or licenses and of all rents revenues and proceeds of what nature or kind soever accruing or arising from the said bed shores encroachments embankments and inclosures. The same accounts to specify the particular source from which all and every such sums of money rents and profits have been derived and to be from time to time verified as being true and correct accounts by a declaration in writing under the hand of the Chamberlain of the said City for the time being. And upon further trust from time to time on or before the First day of March in each and every year for ever hereafter to pay over to the Queen's Majesty her heirs and successors one equal third part of all the sums of money rents and proceeds which may have been received in manner aforesaid during the year ending on the Thirty-first day of December immediately preceding the same third part to be retained and applied by Her Majesty her heirs and successors as part of the hereditary possessions and land revenues of the Crown. And upon further trust that the remaining two third parts of the said sums of money rents and proceeds shall on or before the First day of March in every year be appropriated and set apart as a fund for improving the navigation of the said river and the banks thereof within the limits aforesaid and to that end the said fund shall at all times be subject to the order and disposal of the conservator or conservators of the said river and be wholly applied to the purposes aforesaid.

Fifthly—That the said Mayor and Commonalty and Citizens shall not grant sell lease or license any embankment dock wharf pier or landing-place driving of piles laying down mooring chains or other works on any part of the bed or shores of the said river without requiring from the person to whom such grant sale lease or license shall be given such fair and reasonable pecuniary compensation either in gross or annual or other payments as in the judgment of some competent person to be once in every year appointed by the said Mayor and Commonalty and Citizens and approved in writing by one of the Commissioners of Her Majesty's Woods Forests and Land Revenues shall be deemed to be the true and fair worth or value thereof to the person or persons obtaining such grant sale lease or license and no such grant sale lease or license shall be made or given without a previous valuation being made by such competent person as aforesaid and every such valuation shall be signed and certified by the person making the same to be true and accurate to the best of his judgment and belief and copies of all such valuations shall once in every year be furnished to the said Commissioners.

Sixthly—That no works upon the bed or shores of the said river below high-water mark shall at any time be executed under the direction or with the sanction or permission of the said Mayor and Commonalty and Citizens without the same being previously approved of by the Lord High Admiral or the Commissioners for executing the office of Lord High Admiral such approval to be from time to time signified in writing under the hand of the Secretary of the Admiralty or (if such approval be not previously obtained) without proper conditions being made to provide for the immediate removal of all such works upon notice from the Admiralty under the hand of their Secretary requiring the same to be removed.

Seventhly—That within three calendar months from the day of the date of these presents the said Mayor and Commonalty and Citizens shall and will deliver to the said Charles Alexander Gore or the Commissioner or Commissioners for the time being of Her Majesty's Woods Forests and Land Revenues a true and correct schedule and rental of all buildings docks wharves piers landing-places embankments piles and other works hereditaments and things inclosed from or made or being upon the bed or shores of the said river or in respect of which the said Mayor and Commonalty and Citizens now receive any rents or revenues or which are or purport to be held or maintained under

4 AGREEMENT: THAMES AND MEDWAY CONSERVANCY BILL.

grant or license from them or in which they claim to have any interest together with full particulars of the terms for and conditions upon which the last-mentioned premises are held such schedule and rental to be verified by the certificate of the Chamberlain of the said City for the time being.

Eighthly—That all sums of money rents revenues and proceeds which have been since the Thirty-first day of December One thousand eight hundred and Fifty-three or which may hereafter be received by the said Mayor and Commonalty and Citizens or their successors or by any persons or person by their order or to their use in respect of the premises mentioned in the preceding Article shall be held by them upon the same trusts and to be paid and applied by them in the same manner as the sums of money rents and proceeds mentioned in the Fourth Article to this agreement PROVIDED ALWAYS that every new grant or license of the premises mentioned in the preceding Article shall be made or granted in conformity with the Third and Fourth Articles of this agreement and also that on the expiration of any grant or license of any of the same premises which may be adjacent or opposite to any of the lands buildings or hereditaments mentioned in the Second Article the same shall for ever cease and determine and shall not be renewed.

Ninthly—That on or before the First day of March in each and every year an account shall be made out and printed showing in detail the exact manner in which all monies hereby agreed to be laid out in the improvement of the navigation and banks of the said river have been expended and one copy of such account shall be transmitted to the Commissioners for the time being of Her Majesty's Woods Forests and Land Revenues and another copy thereof shall be transmitted to the Lord High Admiral or the Commissioners for executing the office of Lord High Admiral.

Tenthly—That the said Mayor and Commonalty and Citizens and their successors shall and will from time to time and at all times hereafter use their best endeavours to prevent any inclosure embankment or other work being made from or upon any part of the bed or shores of the said river without the same being previously approved of by them and the full value being paid for or reserved in respect of the same And that the said Mayor and Commonalty and Citizens and their successors shall and will henceforth for ever hereafter duly and faithfully perform fulfil and keep the several trusts agreements and conditions hereinbefore provided to be performed fulfilled and kept by them And the said Charles Alexander Gore doth hereby declare that this deed shall be deemed to be fully and sufficiently inrolled by the deposit of a duplicate thereof in the Office of Land Revenue Records and Inrolments and the filing or making an entry of such deposit by the Keeper of the said Records and Inrolments IN WITNESS whereof the said Charles Alexander Gore hath hereunto set his hand and seal and the said Mayor and Commonalty and Citizens have affixed their corporate seal the day and year first above written.

(signed) *Charles A. Gore*, (L.S.)

Examined,
Charles Pearson, City Solicitor.



Signed, sealed, and delivered by the within-named Charles Alexander Gore, in the presence of

(signed) *Horace Watson*, Solicitor,
Land Revenue, Office of Woods,
Charles Pearson, City Solicitor.

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THAMES AND MEDWAY CONSERVANCY
BILL.

COPY of the ARTICLES of AGREEMENT between
the Crown and the Corporation of *London*,
dated the 18th December 1856, referred to in
“The THAMES and MEDWAY CONSERVANCY
BILL.”

(*Mr. Spooner.*)

Ordered, by The House of Commons, to be Printed,
18 May 1857.

ANNUAL REPORT
OF
THE NATIONAL VACCINE BOARD.

1857.

TO THE RIGHT HONOURABLE SIR GEORGE GREY, BART., M.P.,
Her Majesty's Secretary of State for the Home Department.

SIR, National Vaccine Establishment, March 1857.

THE Board of the National Vaccine Establishment have the Honour to report that during the past Year 210,942 Charges of Lymph have been supplied, and that 141,147 Persons have been reported to them as vaccinated, besides 7,039 vaccinated at the Stations attached to the Establishment.

During the Year large Supplies of Lymph have been furnished to Foreign Countries, to our own Colonies, and especially to numerous Dispensaries and Public Institutions in Ireland.

These increasing Demands from Ireland are highly satisfactory, for though it may be inferred from them that the Dublin Institution is unable to keep up its own Supply of Lymph, yet they may prove that the poorer Classes of the Irish are rising above the Ignorance and Prejudice which hindered the Acceptance of Vaccination. The Board have received from Castlebar, County of Mayo, Ireland, the Report of an Arrest for the Offence of inoculating for Small Pox: it being well known that the Practice still exists there in spite of legal Prohibition, this Exercise of the Law may have a good Effect.

An interesting Document has been received from Dr. Willesford, Superintending Vaccinator at Ceylon, who testifies to the successful Mode of transmitting a liquid Form of Lymph in hermetically sealed Glass Tubes. With or from Lymph thus transmitted 23,358 Persons were vaccinated: the Operation is said to have been effectual in 15,451 Cases.

The Board desire to invite the Attention of the Government to certain Statements lately pressed on the Public Mind regarding the gradual Decline and apparently approaching Extinction of Small Pox. Those Statements, if not met by authentic Arguments, are likely to mislead the Public, and, by inducing a Sense of Security, to prevent the diligent Use of Vaccination.

The Statements alluded to are correct as regards the Decrease of Small Pox in the last Year and a Half. A gradual Diminution of Small Pox in London has taken place since the Middle of the Year 1855, but the periodical Recurrence of the Disease in an Epidemic Form has been overlooked in stating the Facts of the Case, and this Omission has led to a false Conclusion. In the present Century there have been no fewer than Six Epidemics: the Records of the Small Pox Hospital show that they occurred in the Years 1825, 1838, 1844-1845, 1848, 1851-1852, and 1854-1855-1856. The last Epidemic, which extended over Parts of Three Years, was unusually severe as well as protracted, and reached its Acme in May 1855, the Admissions into the Small Pox Hospital having been then the largest ever known.

The Statements therefore made of the Decline of Cases since May 1855, only exhibit the gradual Decline of One of the Epidemics.

Although the History of Disease testifies to the Fact that certain Diseases have disappeared in the course of Time, no Evidence yet exists that Small Pox

is tending towards Extinction, and therefore all erroneous Announcements of such a Tendency, calculated as they must be to lead to the Neglect of Vaccination, should be carefully exposed and deprecated.

Certain Facts which admit of valuable practical Application have been lately made clear by Examination of the Statistic Records of Small Pox.

As the Medium of a Report rendered to Government affords the most authentic Means of disseminating these Facts for the public Benefit, the Board beg to be allowed to introduce on this Occasion the following Statements:—

It has been demonstrated that Small Pox is as virulent as ever, that is, that its Fatality in those in whom the Disease is not modified by Vaccination is quite as great as it has ever been. The Mortality in this Class is about One Third of those attacked, or 35 per Cent.; under Five Years of Age it is 50 per Cent., under Two Years much greater. It is least between 10 and 15 Years of Age, and after 20 Years of Age it rises rapidly, and at 30 it exceeds the Mortality of Infancy. After 60 Years of Age hardly any escape.

This last Fact is worthy of especial Notice, because an Impression is extensively entertained that in later Periods of Life infectious Diseases are not so easily taken. To a certain Extent this Doctrine is a true one: it is nevertheless also true that although Small Pox is rarely taken after 60 Years of Age, there are Instances of Attacks at that Age, and those who are so attacked, provided the Disease be not modified by Vaccination, almost invariably die.

A very important Proof of the modifying Power which Vaccination exercises over the fatal Tendency of Small Pox is to be found in the Records of the Small Pox Hospital. The following Table, drawn from those Records by Dr. Munk, Physician to the Hospital, shows the Per-centage of Mortality in each of the Epidemics, and also the Per-centage of vaccinated Cases admitted in those Years:—

	Year.	Mortality per Cent.					Per-centage of vaccinated Cases.
Epidemic of	1825	-	-	-	28·0	-	32·0
"	1838	-	-	-	26·0	-	40·0
"	1844	-	-	-	23·0	-	48·0
"	1848	-	-	-	*24·0	-	62·0
"	1852	-	-	-	13·75	-	69·0
"	{ 1854 }						
"	{ 1855 }				*15·0		71·0
	{ 1856 }						

The foregoing Table proves that as the Number of vaccinated Cases increases the Mortality from Small Pox diminishes, the Increase of vaccinated Cases proceeding in a very considerable Ratio. It may be further stated in favour of the Efficacy of Vaccination that no Nurse or Attendant in the Small Pox Hospital has taken the Disease certainly for the last 20 Years, all the Nurses having been vaccinated on coming into the Hospital.

The Board consider that it would be desirable to give a wider Circulation, in an authentic Form, to the following Cautions as to the due Performance of Vaccination.

The Lymph should always be procured, in the first instance, direct from the National Vaccine Establishment, because much depends upon its having been selected from the best Subjects. Local Practitioners have not the same Number of Cases to choose from.

The best Material having been procured, it still remains to conduct the Operation with the greatest Care, and after the Disease has run its Course, the most discriminating Notice ought to be taken of the Mark† or Cicatrix which is left, for according to its satisfactory Appearance the Degree of after Security is evidenced. Few Deaths have been recorded where the Marks have been perfectly defined.

* The little Excess in the descending Scale is due to superadded Disease, as Erysipelas, or other Form of Hospital Disease.

† There should always be made, with a sharp Lancet, Three or more Punctures of a valvular Character, opening upwards, so as to retain the inserted Lymph.

‡ The good Marks should approach to a circular Form, should be distinct, and foveated or honeycombed, dotted or indented, in some Instances radiated, and should have a well-defined or tolerably well-defined Edge or Margin.

Mr. Marson, Surgeon to the Small Pox Hospital, states to the Vaccine Board that in the Five Years from 1852 to 1856, 2,253 Patients have been admitted into the Hospital with Small Pox after Vaccination. Of these 355 had each Four or more Vaccine Cicatrices. Three of these Patients have died, One from Small Pox, and Two from superadded Disease wholly independent of Small Pox, so that it may be fairly said, deducting Two Cases, that of 353 Patients having Four or more Cicatrices only One died. This Number, added to the Cases already published, makes 620 Cases followed by Three Deaths, or rather less than Half per Cent.

For 16 Years in the published Accounts the unvaccinated Cases died at the Rate of 35 per Cent., and the Patients badly vaccinated, having only One indifferent Cicatrix, or none at all, but believing themselves vaccinated, died at the Rate of 15 per Cent. This Statement shows:—1st. The great Loss of Life from natural Small Pox: 2d. The great protective Power of Vaccination.

The Board therefore feel fully justified in unhesitatingly reiterating that Vaccination properly performed is all but a complete Protection: it always modifies the Disease and materially influences the Chance of Life, the Ravages produced by the Disease in the Skin being less, and the Disfigurement much prevented.

The Board are of opinion that it would be very advisable that all the Metropolitan Hospitals should institute the Plan of having One of their House Surgeons specially appointed to the Duty of Vaccination.

We have, &c.

(Signed) THO^S MAYO,

President of the Royal College of Physicians.

BENJ. TRAVERS,

President of the Royal College of Surgeons.

JAMES ALDERSON,

Senior Censor, Royal College of Physicians.



CLEMENT HUE, M.D., *Registrar.*

ANNUAL REPORT

OF THE

NATIONAL VACCINE BOARD.

1857.

Presented to both Houses of Parliament by Command
of Her Majesty.



LONDON:

Printed by GEORGE F. KYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

CONVICTS AND CONVICTED MISDEMEANANTS.

ABSTRACT

OF

RETURN to an Address of the Honourable The House of Commons,
dated 22 June 1857 ;—for,

“RETURNS of all CONVICTS sentenced to Transportation or Penal Servitude, confined in the several County Gaols in *Ireland* on the 1st day of November 1856 ; specifying the Date of Conviction, Age, and Period of Sentence of each Convict :”

“Of all other PRISONERS convicted by a Jury, and undergoing Punishment in the several County Gaols in *Ireland* on the 1st day of November 1856 ; specifying the Date of Conviction and Extent of Punishment :”

“Showing the Entire COST of maintaining all CONVICTS and all other PRISONERS convicted by a Jury, confined in the several County Gaols in *Ireland*, for the Years 1852, 1853, 1854, 1855, and 1856, to the 31st day of December last, paid out of County Rates :”

“Of all SUMS repaid to Counties in *Ireland* from the Consolidated Fund for the Maintenance of CONVICTS and MISDEMEANANTS (if any Payment made) during the said Years :”

“And, of all SUMS paid out of the Consolidated Fund to reimburse the several Counties in *England* and *Wales* for the Maintenance of CONVICTS and CONVICTED MISDEMEANANTS confined in the several Gaols during the said Years ; such Return to specify the Number in each Class, and the Average Cost per Head (in continuation of Parliamentary Paper, No. 412, of Session 1853).”

(*Mr. Macartney.*)

Note.—No Return has been received in regard to the Sums paid out of the Consolidated Fund to reimburse Counties in *England* and *Wales* for the Maintenance of Convicts and Convicted Misdeemeanants ; but reference for information on this point may be made to the Returns annually laid before Parliament, Abstracts of the Accounts of the County Treasurers.

Ordered, by The House of Commons, to be Printed,
28 August 1857.

I.—ABSTRACT of RETURNS of the Number of CONVICTS sentenced to Transportation, or Penal County Gaols in *Ireland* on the 1st day of November

G A O L S.		Number of Convicts in Confinement on 1st November 1856, sentenced to																	
		Transportation for										Penal Servitude for							
		Life.		15 Years.		14 Years.		10 Years.		7 Years.		10 Years.		8 Years.		6 Years.		4 Years.	
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Antrim (Belfast) - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	0	5
Armagh - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3
Carlow - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1	5
Cavan - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Clare (Ennis) - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cork County - - -		-	-	1	0	1	0	-	-	-	-	-	-	2	1	2	1	5	25
„ City - - - - -		-	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	1	8
Donegal (Lifford) - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Down (Downpatrick) -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1	3
Dublin County (Kilmainham)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
Dublin City :		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Richmond Bridewell -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	0
Grangegorman Penitentiary		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Fermanagh (Enniskillen)		-	-	-	-	-	-	2	0	-	-	-	-	-	-	-	-	1	7
Galway County - - -		-	-	-	-	1	0	-	-	-	-	-	-	-	-	0	2	2	7
„ Town - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Kerry (Tralee) - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3
Kildare :		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Naas - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Athy - - - - -		-	-	-	-	-	-	-	-	0	2	-	-	-	-	-	-	0	1
Kilkenny County - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1	7
„ City - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
King's County (Tullamore)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Leitrim (Carrick-on-Shannon)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3
Limerick County - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6
„ City - - - - -		-	-	2	0	-	-	-	-	-	-	-	-	-	-	-	-	1	3
Londonderry - - -		-	-	-	-	-	-	-	-	0	1	-	-	-	-	3	0	0	2
Longford - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Louth :		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dundalk - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Drogheda - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2
Mayo (Castlebar) - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Meath (Trim) - - - -		-	-	-	-	-	-	-	-	-	-	0	1	-	-	-	-	2	7
Monaghan - - - - -		-	-	-	-	-	-	-	-	0	1	-	-	-	-	-	-	3	6
Queen's County (Maryboro')		-	-	-	-	0	1	-	-	-	-	0	1	-	-	0	1	0	2
Roscommon - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	1	6
Sligo - - - - -		-	-	-	-	-	-	-	-	0	2	-	-	-	-	-	-	0	7
Tipperary :		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nenagh - - - - -		1	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	9
Clonmel - - - - -		1	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1
Tyrone (Omagh) - - -		-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-
Waterford County - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	0	2
„ City - - - - -		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3
Westmeath (Mullingar)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0
Wexford - - - - -		-	-	-	-	2	0	-	-	-	-	-	-	-	-	-	-	2	6
Wicklow - - - - -		-	-	1	0	-	-	-	-	-	-	-	-	0	2	1	0	2	2
TOTAL - - -		Males		4		7		2		-		-		2		9		48	
		Females		-		0		-		0		0		0		0		0	
		M. & F.		2		10		2		6		2		5		22		196	

Servitude, and of all other Prisoners convicted by a Jury, and undergoing Punishment in the several 1856, specifying the Period of Sentence.

Number of Prisoners under Sentence of Imprisonment for

3 Years.		2 Years.		2 Years and above 18 Months.		18 Months and above 12.		12 Months and above 9.		9 Months and above 6.		6 Months and above 3.		3 Months and above 2.		2 Months and above 1.		1 Month and above 14 Days.		14 Days and above 7.		7 Days and above 48 Hours.		Unlimited Period.	
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
-	-	-	-	3	0	3	0	5	3	3	3	3	1	3	1	0	2	-	-	-	-	-	-	-	-
-	-	-	-	1	0	2	1	2	5	4	2	2	2	0	1	-	-	1	0	-	-	-	-	-	-
-	-	-	-	2	0	-	-	1	2	-	-	2	4	2	2	-	-	1	1	-	-	-	-	-	-
-	-	-	-	2	0	1	0	1	0	-	-	2	2	1	0	-	-	1	1	-	-	-	-	-	-
-	-	-	-	0	2	1	3	7	5	1	1	7	4	1	0	1	0	3	2	-	-	-	-	-	-
-	-	-	-	11	3	10	1	17	15	5	2	9	8	4	2	3	0	2	0	-	-	-	-	-	-
-	-	1	0	6	3	4	5	15	12	3	0	6	11	0	2	0	2	0	2	-	-	0	1	-	-
-	-	1	0	2	0	0	1	1	0	-	-	7	3	-	-	1	0	0	1	-	-	-	-	-	-
-	-	-	-	1	0	4	0	5	5	2	1	3	6	1	0	1	1	6	0	-	-	-	-	-	-
-	-	-	-	4	0	0	2	2	2	1	0	4	2	-	-	-	-	-	-	-	-	-	-	-	-
1	0	-	-	2	0	-	-	46	0	3	0	24	0	4	0	-	-	-	-	-	-	-	-	-	-
-	-	-	-	0	2	0	1	0	32	0	3	0	36	0	4	-	-	-	-	-	-	-	-	-	-
-	-	4	0	3	0	-	-	2	0	3	4	4	2	1	1	8	0	4	0	-	-	-	-	-	-
-	-	-	-	-	-	2	1	4	1	-	-	4	0	-	-	-	-	1	0	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	-	-	-	-	-	-
-	-	-	-	3	0	4	0	2	0	1	0	3	9	2	0	0	1	2	1	-	-	-	-	-	-
-	-	-	-	2	0	1	0	4	1	6	3	1	3	3	2	1	0	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	7	3	2	1	2	0	3	0	-	-	-	-	-	-	-	-	-	-
-	-	1	0	-	-	1	0	6	0	-	-	3	2	2	0	5	0	1	0	-	-	-	-	-	-
-	-	-	-	-	-	-	-	1	1	3	1	1	0	1	1	2	1	1	0	-	-	-	-	-	-
-	-	-	-	1	0	1	0	2	2	3	0	1	2	-	-	-	-	7	0	-	-	-	-	-	-
-	-	-	-	-	-	1	1	4	1	-	-	6	1	2	0	1	0	3	0	-	-	-	-	0	1
-	-	-	-	3	0	5	2	5	0	3	1	2	1	0	2	4	0	2	2	-	-	-	-	-	-
-	-	-	-	4	1	-	-	1	0	0	1	0	1	1	0	0	2	0	2	-	-	1	0	-	-
-	-	-	-	4	0	2	2	5	4	7	1	9	5	0	1	-	-	0	1	-	-	-	-	-	-
-	-	-	-	3	1	-	-	1	2	-	-	2	1	2	0	-	-	0	1	-	-	-	-	-	-
-	-	1	0	3	7	-	-	3	0	1	1	1	0	0	1	-	-	1	0	-	-	-	-	-	-
-	-	-	-	-	-	-	-	3	1	0	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	1	0	10	6	3	1	10	4	2	3	2	1	19	5	1	1	-	-	-	-
-	-	-	-	-	-	-	-	2	2	-	-	1	2	-	-	0	1	-	-	-	-	-	-	-	-
-	-	-	-	2	0	2	1	4	2	5	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	3	0	3	0	3	0	-	-	6	5	1	1	6	0	4	0	-	-	-	-	-	-
-	-	1	0	1	0	0	1	5	2	-	-	1	4	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	3	1	2	1	7	1	2	0	3	0	0	3	1	0	-	-	-	-	-	-	-	-
-	-	1	0	3	0	2	0	6	0	13	0	11	1	-	-	-	-	-	-	-	-	-	-	1	1
-	-	-	-	-	-	1	0	6	2	4	0	4	2	2	1	2	0	1	1	-	-	-	-	-	-
-	-	1	0	0	1	1	2	5	5	1	0	1	1	-	-	-	-	0	2	-	-	-	-	-	-
-	-	1	0	1	2	2	1	6	2	-	-	4	1	1	0	-	-	1	0	-	-	-	-	-	-
-	-	-	-	1	4	2	3	2	0	-	-	2	0	-	-	-	-	1	0	-	-	-	-	-	-
-	-	-	-	2	0	2	0	9	2	4	0	2	1	2	0	2	0	0	1	-	-	-	-	-	-
-	-	0	1	5	1	2	1	5	4	1	1	4	1	1	2	1	0	1	0	1	0	-	-	-	-
-	-	-	-	3	0	1	0	1	1	0	1	1	1	2	0	-	-	1	1	-	-	-	-	-	-
1	0	12	0	84	0	63	0	223	0	84	0	161	0	44	0	44	0	66	0	2	0	1	0	1	0
0	0	0	1	0	28	0	30	0	126	0	30	0	134	0	30	0	11	0	24	0	1	0	1	0	2
1		13		112		93		349		114		295		74		55		90		3		2		3*	

* Lunatics.

(continued)

I.—ABSTRACT of Returns of the Number of Convicts Sentenced to Transportation or Penal Servitude, &c.—*continued.*

GAOLS.	Total Number of Convicts in Confinement on 1st November 1856, Sentenced to						Total Number of Convicts, of both Classes, in Confinement on 1st November 1856.			Total Number of all other Prisoners in Confinement on 1st November 1856.			Total Number of Convicts and other Prisoners in Confinement on 1st November 1856.		
	Transportation.			Penal Servitude.			M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
	M.	F.	Total.	M.	F.	Total.									
Antrim - - - -	-	-	-	1	8	9	1	8	9	20	10	30	21	18	39
Armagh - - - -	-	-	-	-	3	3	-	3	3	12	11	23	12	14	26
Carlow - - - -	-	-	-	1	6	7	1	6	7	8	9	17	9	15	24
Cavan - - - -	-	-	-	-	1	1	-	1	1	8	3	11	8	4	12
Clare - - - -	-	-	-	-	-	-	-	-	-	21	17	38	21	17	38
Cork County - - -	2	-	2	9	27	36	11	27	38	64	31	95	75	58	133
„ City - - - -	2	1	3	1	8	9	3	9	12	35	38	73	39	47	85
Donegal - - - -	-	-	-	-	1	1	-	1	1	12	5	17	12	6	18
Down - - - -	-	-	-	2	3	5	2	3	5	23	13	36	25	16	41
Dublin County - -	-	-	-	1	-	1	1	-	1	11	6	17	12	6	18
Dublin City:															
Richmond Bridewell -	-	-	-	11	-	11	11	-	11	80	-	80	91	-	91
Grangegorman Penitentiary	-	-	-	-	1	1	-	1	1	-	78	78	-	79	79
Fermanagh - - - -	2	-	2	1	7	8	3	7	10	29	7	36	32	14	46
Galway County - -	1	-	1	2	9	11	3	9	12	11	2	13	14	11	25
„ Town - - - -	-	-	-	-	1	1	-	1	1	2	-	2	2	1	3
Kerry - - - -	-	-	-	3	3	6	3	3	6	17	11	28	20	14	34
Kildare:															
Naas - - - -	-	-	-	-	1	1	-	1	1	18	9	27	18	10	28
Athy - - - -	-	2	2	-	1	1	-	3	3	14	4	18	14	7	21
Kilkenny County -	-	-	-	2	7	9	2	7	9	19	2	21	21	9	30
„ City - - - -	-	-	-	1	-	1	1	-	1	9	4	13	10	4	14
King's County - -	-	-	-	-	-	-	-	-	-	15	4	19	15	4	19
Leitrim - - - -	-	-	-	2	3	5	2	3	5	17	4	21	19	7	26
Limerick County -	-	-	-	1	6	7	1	6	7	24	8	32	25	14	39
„ City - - - -	2	-	2	1	3	4	3	3	6	7	7	14	10	10	20
Londonderry - - -	-	1	1	3	2	5	3	3	6	27	14	41	30	17	47
Longford - - - -	-	-	-	-	1	1	-	1	1	8	5	13	8	6	14
Louth:															
Dundalk - - - -	-	-	-	1	1	2	1	1	2	10	9	19	11	10	21
Drogheda - - - -	-	-	-	-	2	2	-	2	2	3	5	8	3	7	10
Mayo - - - -	-	-	-	-	-	-	-	-	-	48	21	69	48	21	69
Meath - - - -	-	-	-	2	8	10	2	8	10	3	5	8	5	13	18
Monaghan - - - -	-	1	1	3	6	9	3	7	10	16	6	22	19	13	32
Queen's County -	-	1	1	-	4	4	-	5	5	26	6	32	26	11	37
Roscommon - - - -	-	-	-	1	9	10	1	9	10	8	7	15	9	16	25
Sligo - - - -	-	2	2	-	7	7	-	9	9	18	6	24	18	15	33
Tipperary:															
Nenagh - - - -	1	-	1	-	9	9	1	9	10	37	2	39	38	11	49
Clonmel - - - -	1	-	1	3	1	4	4	1	5	20	6	26	24	7	31
Tyrone - - - -	1	1	2	-	-	-	1	1	2	9	11	20	10	12	22
Waterford County -	-	-	-	-	4	4	-	4	4	16	6	22	16	10	26
„ City - - - -	-	-	-	-	3	3	-	3	3	8	7	15	8	10	18
Westmeath - - - -	-	-	-	2	-	2	2	-	2	23	4	27	25	4	29
Wexford - - - -	2	-	2	2	6	8	4	6	10	21	11	32	25	17	42
Wicklow - - - -	1	-	1	3	4	7	4	4	8	9	4	13	13	8	21
TOTAL - - - -	15	9	24	59	166	225	74	175	249	786	418	1,204	860	593	1,453

II.—RETURN showing the Entire Cost of Maintaining all CONVICTS sentenced to Transportation or Penal Servitude, confined in the several County and City Gaols in *Ireland*, in each of the Years 1852, 1853, 1854, 1855, and 1856, as paid out of County Rates.

COUNTIES, &c.	1852.	1853.	1854.	1855.	1856.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Antrim - - - - -	296 19 9½	101 13 10½	175 2 8½	117 19 9½	144 9 2½
Armagh - - - - -	74 10 3	50 19 7	45 2 -	68 7 5	53 17 5½
Carlow - - - - -	57 10 7½	35 7 8	71 5 10	111 - 2	163 3 9
Cavan - - - - -	232 1 10½	92 6 3	124 10 7½	101 10 6½	56 13 4
Clare - - - - -	32 - 6½	115 12 -¾	171 13 6	250 4 1	61 19 11½
Cork County - - - - -	653 16 10½	526 15 -	384 19 3	597 7 2	517 12 3
„ City - - - - -	154 9 3	64 13 2½	79 11 4½	157 19 -½	152 14 8½
Donegal - - - - -	70 - 5	107 9 11	29 18 4	50 12 -	23 12 6
Down - - - - -	171 8 2	53 2 3	105 17 8	81 13 4	112 7 1
Dublin County - - - - -	278 6 3½	114 8 4½	141 2 8½	171 19 -¾	93 7 -¾
Dublin City:					
Richmond Bridewell - - - - -	61 16 -	116 6 2	167 7 8	89 3 7	88 17 10
Grangegorman Penitentiary - - - - -	- - -	- - -	- - -	- - -	2 3 -
Fermanagh - - - - -	301 12 8	328 - 1½	269 2 2	222 10 4	136 6 9
Galway County - - - - -	276 9 2	184 12 6	312 14 5	321 13 10	263 16 2
„ Town - - - - -	94 13 5	53 18 6	116 9 2	139 1 9	25 13 5
Kerry - - - - -	362 6 -	163 12 7½	215 12 -	272 9 6	282 13 3½
Kildare:					
Naas - - - - -	460 12 5	98 15 6	98 2 8	116 7 4	35 15 8½
Athy - - - - -	55 13 1¾	69 1 -½	122 8 7½	190 11 3½	63 5 4
Kilkenny County - - - - -	208 11 2	134 18 2½	218 11 7½	320 16 6	295 8 2
„ City - - - - -	40 12 8	23 5 6	21 8 2½	34 12 9½	33 9 4½
King's - - - - -	120 18 9	152 16 -	210 1 2	159 7 4	170 18 4
Leitrim - - - - -	26 19 4	24 11 7½	72 15 1½	69 - 3	113 8 9
Limerick County - - - - -	246 7 11	340 16 4	485 13 10	215 17 -	137 14 4
„ City - - - - -	61 19 -	91 3 5	103 17 7	53 13 10	57 1 10
Londonderry - - - - -	225 15 8	135 7 4	108 9 9	100 5 10	101 2 11
Longford - - - - -	85 12 3	39 4 4¾	87 13 4	140 11 7	225 3 3½
Louth:					
Dundalk - - - - -	33 9 9	37 8 1	102 1 11	25 9 4	36 18 7
Drogheda - - - - -	- - -	11 11 1	- 2 -½	4 6 8½	37 12 7½
Mayo - - - - -	120 19 4	168 19 1	270 4 -	306 10 7	173 13 11
Meath - - - - -	198 2 6	178 10 9	146 10 4	237 3 11	346 9 1
Monaghan - - - - -	216 1 3½	91 11 9½	169 13 9	171 6 6½	131 19 5
Queen's - - - - -	84 17 7½	111 6 6½	44 19 5	76 6 9	123 - 8
Roscommon - - - - -	107 14 -	112 7 6	209 10 5	243 19 -	181 15 11
Sligo - - - - -	94 7 8	145 16 9½	137 15 11½	240 8 10½	268 15 2¾
Tipperary:					
Nenagh - - - - -	209 18 3	244 1 10	275 12 6	337 13 4	214 12 8
Clonmel - - - - -	494 5 9	314 15 3	593 12 4½	356 - 9	36 19 -
Tyrone - - - - -	204 7 8½	218 7 6	223 16 9½	107 11 11½	108 2 7
Waterford County - - - - -	380 17 8	161 1 9	147 13 6	45 15 2	149 12 6
„ City - - - - -	108 3 4	22 15 11	95 5 10½	61 1 -	81 2 10
Westmeath - - - - -	84 16 10½	63 18 9	89 8 8	74 17 6	29 17 9
Wexford - - - - -	425 3 9	143 6 3	254 10 -	145 14 6	148 5 11½
Wicklow - - - - -	287 10 1	126 2 8	159 19 2	80 8 -	161 15 9
TOTAL - - - £.	7,651 19 2¾	5,369 18 11½	6,850 8 -¾	6,669 9 3½	5,643 10 3¾

RETURN showing the Entire Cost of Maintaining *all other* PRISONERS convicted by a Jury, confined in the several County and City Gaols in *Ireland*, in each of the Years 1852, 1853, 1854, 1855, and 1856, as paid out of County Rates.

COUNTIES, &c..	1852.	1853.	1854.	1855.	1856.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Antrim - - - - -	949 14 3½	1,241 2 1½	1,153 16 -¾	945 1 6½	558 10 -
Armagh - - - - -	491 17 9	557 12 7	415 19 5½	474 3 10	500 2 4½
Carlow - - - - -	481 2 8	608 14 3½	469 10 8	425 8 6	663 12 1
Cavan - - - - -	521 13 6	581 4 4½	494 4 4½	486 11 6½	388 14 8
Clare - - - - -	643 9 -½	1,021 8 9	928 1 9	775 18 3	545 15 -
Cork County - - - - -	1,633 7 2½	1,806 15 8	1,848 4 11½	1,590 15 11	1,079 13 3
„ City - - - - -	1,045 18 3	1,289 10 8½	1,298 13 8½	1,103 3 -½	1,344 6 8½
Donegal - - - - -	479 13 4	585 7 2	413 12 6	332 1 -	374 2 6
Down - - - - -	967 4 8	783 7 9	952 18 8	898 7 -	654 15 -
Dublin County - - - - -	627 4 10½	787 1 8½	796 11 6	818 8 -¾	470 2 4½
Dublin City:					
Richmond Bridewell - - -	2,127 15 2	2,126 12 -	2,616 6 6	2,018 6 -	1,640 18 5
Grangegorman Penitentiary -	899 7 -	1,025 14 4	1,234 13 4	1,076 7 8	1,163 10 7
Fermanagh - - - - -	239 8 7	339 17 8	419 12 11½	473 2 11	388 8 7
Galway County - - - - -	978 15 -	624 12 1	721 - 1	663 18 9	484 2 10
„ Town - - - - -	178 5 11	181 6 6	185 1 7	159 11 1	60 19 7
Kerry - - - - -	1,008 5 6	756 11 9	893 11 10½	670 5 4¾	404 9 1½
Kildare:					
Naas - - - - -	564 3 4	578 4 8	655 11 10	404 5 10	650 - -
Athy - - - - -	367 14 6½	284 14 2½	388 7 11½	256 19 4	436 3 -½
Kilkenny County - - - - -	623 11 9½	864 1 11	466 17 11	680 4 7½	396 2 6
„ City - - - - -	127 5 4	94 7 3½	107 4 2½	117 5 9½	164 12 7½
King's - - - - -	603 13 1½	1,093 18 -	757 15 10	621 12 -	592 8 4
Leitrim - - - - -	522 16 3	501 17 1½	724 17 8	469 15 -¾	609 19 8½
Limerick County - - - - -	890 4 7	802 1 9	916 19 7	830 10 1	791 17 5
„ City - - - - -	253 2 7	482 12 3	534 4 4	322 2 -	154 3 10
Londonderry - - - - -	1,047 18 9	770 12 1	772 14 3	753 - 4	817 6 5
Longford - - - - -	338 4 5½	507 7 -	555 16 3½	389 15 9	416 - 11
Louth:					
Dundalk - - - - -	625 6 1	592 7 7	709 16 9	821 2 2	506 11 4
Drogheda - - - - -	274 14 6	262 10 6½	317 14 9	180 19 5	175 5 4
Mayo - - - - -	761 - 1	1,178 14 1	723 4 7	664 12 2	962 7 1
Meath - - - - -	668 13 4	607 16 5	664 12 2	428 16 5	297 5 5
Moneghan - - - - -	420 15 2	654 4 4½	718 11 10½	590 2 7	509 - 8
Queen's - - - - -	604 16 10	714 2 -	862 2 6½	784 15 11	720 12 3
Roscommon - - - - -	526 7 6	629 6 4	580 17 1	776 3 2	521 11 7
Sligo - - - - -	648 17 4½	563 17 1	885 1 9	618 4 10½	700 8 -
Tipperary:					
Nenagh - - - - -	749 5 4	922 16 4	931 17 6	738 19 4	695 9 4
Clonmel - - - - -	1,177 6 8	1,963 9 9	1,724 9 5½	1,421 6 11½	791 15 -
Tyrone - - - - -	777 13 9	723 18 3	912 9 11	828 1 10	942 9 -
Waterford County - - - - -	949 12 1	973 5 3	602 15 9	916 - 9	553 18 4
„ City - - - - -	418 18 8½	470 14 6	483 16 6	385 5 1	317 8 6½
Westmeath - - - - -	656 2 6	666 10 11½	684 1 2	441 15 3	558 19 1
Wexford - - - - -	1,060 8 1½	1,042 1 10½	1,145 16 8	1,121 6 6	821 11 7½
Wicklow - - - - -	432 15 5	638 18 -	580 18 -	620 8 -	424 5 4
TOTAL - - - £.	29,365 - 11½	32,901 9 1½	33,192 16 3½	29,095 1 8	25,249 15 9½

III.—RETURN of all Sums paid by the Treasury to the several Boards of Superintendence of PRISONS throughout *Ireland*, for the providing of Food, Fuel, Clothing, and Bedding for the Convicts and Misdemeanants, during the Years 1852, 1853, 1854, 1855, and 1856, as far as relates to the Paymaster of Civil Services Office in *Ireland*.

COUNTIES, &c.	For the Year ended 31 December 1852.	For the Year ended 31 December 1853.	For the Year ended 31 December 1854.	For the Year ended 31 December 1855.	For the Year ended 31 December 1856.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Issued to the respective Treasurers of the following Counties, to be by them paid to the several Boards of Superintendence; viz.:					
County Antrim - - -	135 14 10	52 9 8	69 4 8	47 3 4	46 4 4
Armagh - - -	12 3 6	19 15 9	10 12 -	22 5 6	16 - 3
Carlow - - -	48 3 4	18 13 10	20 13 8	31 6 1	30 19 9
Cavan - - -	57 16 9	72 11 5	34 9 6	27 5 10	14 15 7
Clare - - -	- - -	- - -	47 12 9	136 18 2	55 14 -
Cork - - -	308 9 -	495 - 3	226 6 8	276 11 -	214 15 8
Donegal - - -	15 15 3	23 - 9	2 8 -	12 1 10	6 - -
Down - - -	50 4 9	18 1 6	35 10 6	32 8 3	29 9 5
Dublin - - -	116 6 7	46 3 11	46 13 -	54 4 3	28 7 8
Fermanagh - - -	154 11 4	161 14 5	76 11 1	65 16 11	32 15 2
Galway - - -	104 18 1	69 2 5	102 12 6	76 11 11	59 7 -
Kerry - - -	145 - 4	71 13 5	67 6 1	79 19 4	65 2 4
Kildare - - -	119 18 11	19 15 7	55 17 4	89 19 1	16 11 1
Kilkenny - - -	102 2 10	55 7 5	66 6 4	84 - 6	66 - 1
King's County - - -	38 8 3	36 2 8	56 - 3	51 1 6	36 19 5
Leitrim - - -	11 15 11	9 3 9	10 12 11	16 4 6	16 15 11
Limerick - - -	85 10 1	144 6 -	189 - 8	85 10 4	35 17 5
Londonderry - - -	44 19 6	32 10 6	31 7 9	26 11 10	28 17 10
Longford - - -	14 9 4	11 10 11	20 2 9	31 12 3	34 19 3
Louth - - -	1 17 4	9 9 -	17 1 -	10 11 11	10 9 10
Mayo - - -	56 7 10	52 9 10	90 4 9	95 7 1	54 3 6
Meath - - -	51 18 11	49 13 9	32 - 6	51 12 7	52 16 3
Monaghan - - -	42 3 2	40 17 9	42 11 -	54 2 6	49 17 3
Queen's County - - -	25 9 10	- - -	11 9 11	21 17 5	27 - 1
Roscommon - - -	27 3 8	15 15 9	55 5 4	16 1 1	42 19 10
Sligo - - -	6 4 10	45 1 6	35 10 6	62 16 5	49 12 7
Tipperary - - -	397 3 6	260 - 11	310 12 4	228 14 4	76 8 10
Tyrone - - -	41 4 3	62 10 -	56 12 3	37 9 7	14 12 7
Waterford - - -	149 - 6	52 14 4	106 19 5	33 - 2	43 - 10
Westmeath - - -	16 18 6	25 10 -	28 3 5	20 5 10	9 4 9
Wexford - - -	136 7 8	72 15 11	91 11 7	61 3 4	42 15 5
Wicklow - - -	87 11 2	32 15 6	40 8 3	12 4 -	23 17 4
City of Cork - - -	52 5 7	26 10 10	38 15 -	62 9 -	61 15 2
Dublin - - -	- - -	27 6 9	108 17 -	55 1 -	41 6 6
Kilkenny - - -	14 4 1	12 5 3	7 5 11	13 1 10	13 14 9
Limerick - - -	25 1 11	32 11 1	54 14 6	24 2 7	23 3 5
Waterford - - -	55 13 7	21 15 1	51 8 10	31 5 4	21 16 8
Town of Drogheda - - -	- - -	2 14 9	- - 10	1 10 9	10 - 5
Galway - - -	- - -	233 4 9	39 15 6	42 5 9	5 6 9
TOTAL - - - £.	2,752 4 11	2,433 6 11	2,388 16 3	2,182 14 11	1,509 14 11

Note.—The above are paid from the Vote for "Prison and Convict Service," with the exception of 6*l.* 12*s.* 2*d.*, in the year 1853, paid from Vote for "Charges formerly paid from County Rates."

A sum of 195*l.* 10*s.* 2*d.*, paid also in 1853 to town of Galway, is applicable to former years.

Paymaster of Civil Services Office,
Dublin Castle, 15 August 1857. }

C. S. Grey.

CONVICTS AND CONVICTED
MISDEMEANANTS.

ABSTRACT

OF

RETURNS of CONVICTS sentenced to Transportation, and of all other PRISONERS convicted by a Jury confined in the several County Gaols in *Ireland* on 1 November 1856; showing the Entire Cost of Maintenance for the Five Years 1852-1856; and of Sums Repaid to Counties from the Consolidated Fund during the same Period.

(*Mr. Macartney.*)

*Ordered, by The House of Commons, to be Printed,
28 August 1857.*
